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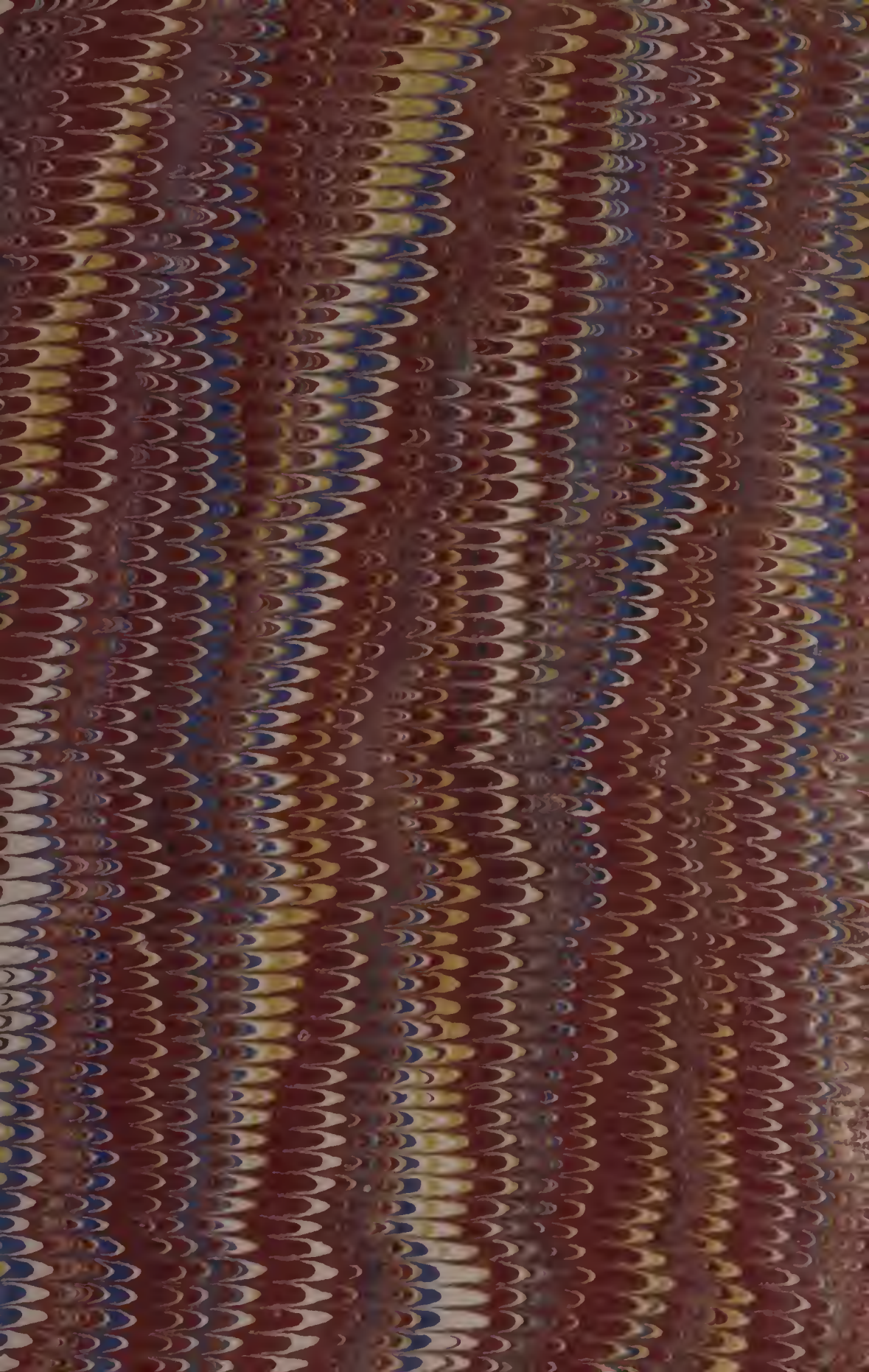
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UNITED STATES OF AMERICA.



TAINTOR'S ROUTE AND CITY GUIDES

THE NORTHERN ROUTE.

BOSTON to the WHITE MOUNTAINS,
LAKE MEMPHREMAGOG,
Green Mountains, Lake Champlain,
MISSISQUOI SPRINGS,
MONTREAL & OGDENSBURG.



TAINTOR BROTHERS,

678 Broadway, New York.

1867

Economy only second to Security.

Atlantic Mutual LIFE INSURANCE COMPANY.

ALBANY, N. Y.

SPECIAL ADVANTAGES.

Ten per cent. reduction from rates to practical Homœopathists.

Annual Division of Profits.

Immediate Payment of Losses.

All Policies Incontestable and Non-forfeitable.

Liberal Provisions to Travelers.

AND BY SPECIAL ACT,

The value of its Registered Policies is deposited with the State of New York.

This Company offers liberal inducements to first-class Agents. It will always render them the most substantial tokens of appreciation, and afford them every encouragement in sustaining a successful and honorable competition.

Officers:

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JAMES HENDRICK, Vice-President.

LOUIS B. SMITH, Secretary.

SEND FOR A CIRCULAR.

All men think all men mortal but themselves.

Insure while in health; the sense of security is worth the cost.

Insure Now! Present action will secure future comfort.



PHOENIX

Mutual Life

Insurance Company

HARTFORD, CONN.

Assets, November 1, 1868,

OVER

\$3,500,000.

The following are some of the advantages offered by this Company:

Its Policies are the freest from restrictions as to travel, residence, and employment, of any company in the land. Its premiums are as low as those of any safe company. Its dividends have been uniformly 50 per cent. during last four years. Its dividends are always based on full premium paid. It charges no extra premium on lives of females. It offers all the advantages of a Cash and Note Company. It is prompt in settling all just claims.

That the public appreciates these advantages, is manifest from the following

TABLE OF COMPARISONS OF THE BUSINESS,

For the year ending June 15, 1868, with the Business for the year preceding, of the PHOENIX MUTUAL LIFE INSURANCE COMPANY.

Number of Policies issued during year,.....	7,167
Number of Policies issued during previous year,.....	4,331
Increase,.....	2,836
Rate of increase, 65 per cent.	
Amount insured during year,.....	\$19,685,254
Amount insured during previous year,.....	10,792,749
Increase,.....	\$8,892,505
Rate of Increase, 82 per cent.	
Income for the year,.....	\$1,445,211 50
Income for the previous year,.....	914,882 60
Increase,.....	\$530,328 90
Rate of Increase, 58 per cent.	
Assets June 15, 1868,.....	\$2,992,840 11
Assets June 15, 1867,.....	1,746,507 72
Increase,.....	\$1,246,332 39
Rate of increase, 71 per cent.	
Received from Interest, 1868,.....	\$146,808 33
Paid in Losses, in 1868,.....	114,140 34
Showing that the Company received.....	\$32,667 99
more from interest than it paid in losses.	

INSURE IN THE "PHOENIX MUTUAL," OF HARTFORD, CONN.

J. F. BURNS,
Secretary.

E. FESSENDEN,
President.

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Albany " 448 Broadway.

Boston Agency, 134 Washington St.
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OF THE CITY OF NEW YORK,
No. 231 BROADWAY.

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\$5,250,000,

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increasing.



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and constantly

enlarging.

Policies issued, nearly 40,000. Losses paid, \$1,750,000. Dividends paid, \$1,500,000. Annual dividends paid, commencing with first renewal.

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These GUIDES describe all CITIES, TOWNS and STATIONS on the routes, giving items of interest to the traveller for business or pleasure, and

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enabling the traveller at every part of his journey to mark his precise locality, and recognize the surrounding scenery.

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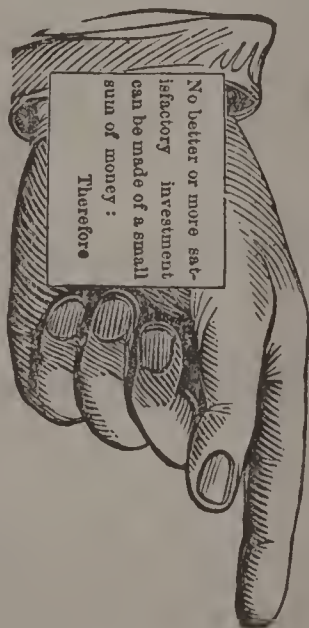
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TO THE

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LAKE MEMPHREMAGOG,

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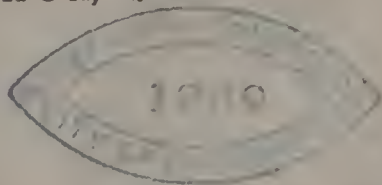
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OGDENSBURG.

A GUIDE OF

THE GREAT THROUGH ROUTE, VIA LOWELL,
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TRY A TURKISH BATH!

You will be sure to like it and to come again.

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Parties can be accommodated with Good Hygienic Board and Rooms at the Turkish Bath Institute. Also with ELECTRIC BATHS, SWEDISH MOVEMENT CURE, &c.

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SEND FOR A PRICE LIST.

SILVER HUNTING WATCHES, \$18
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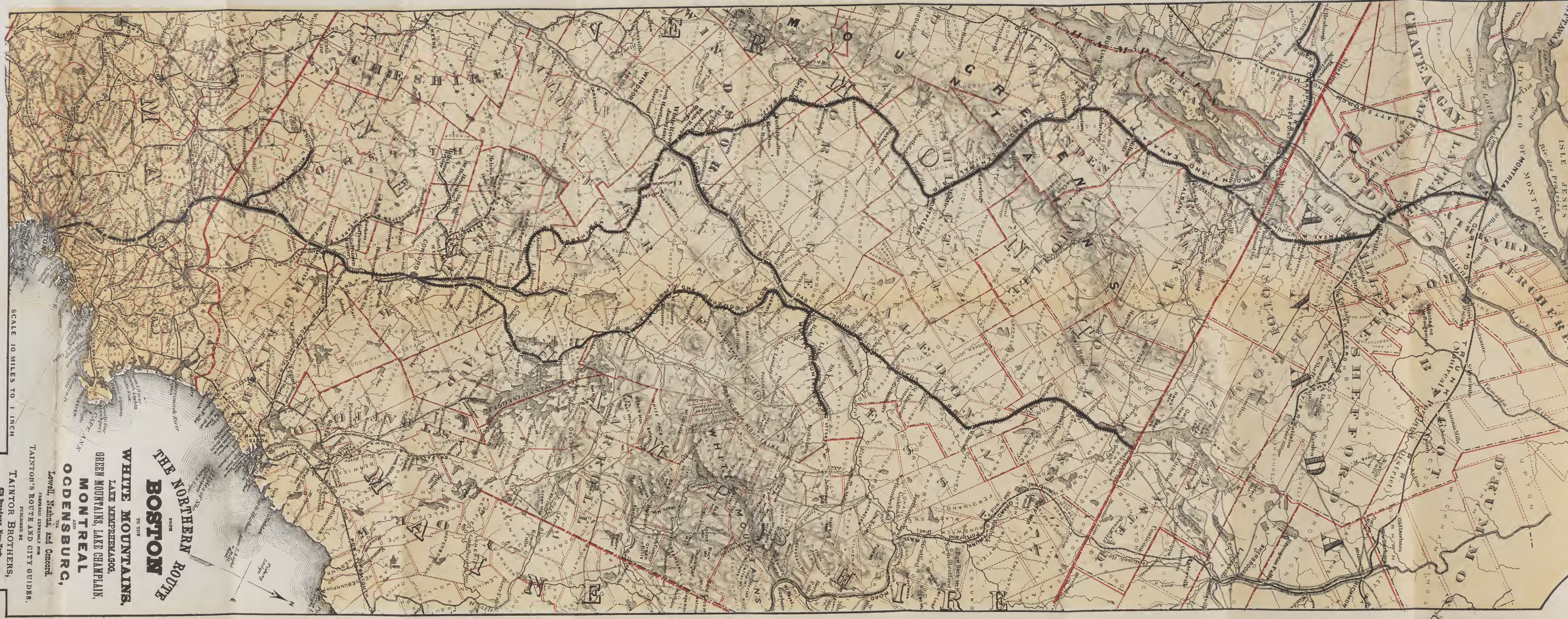
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SCALE 10 MILES TO 1 INCH

**THE NORTHERN ROUTE
TO BOSTON**
WHITE MOUNTAINS,
LAKE MICHIGAN,
GREEN MOUNTAIN, LAKE CHAMPLAIN,
MONTREAL
AND
OCDESBURG,
Lowell, Nashua, and Concord
TAINTOR'S ROUTE AND CITY GUIDES.
PUBLISHED BY
TAINTOR BROTHERS,
678 Broadway, New York.



BOSTON,

TO THE

WHITE AND GREEN MOUNTAINS, LAKE
MEMPHREMAGOG, MONTREAL,
AND OGDENSBURG.

ONE of the most important principles in the management of extensive railway systems is the establishment of sure connections on the great thoroughfares of travel and trade. This is often difficult, owing to the conflicting interests of the various railways over which, in most cases, such through lines are obliged to pass; but, once accomplished, both the public and the railways are sure to be benefited. The old and thoroughly established route between *Boston* and *Montreal*, by way of the Boston and Lowell Railway and its connections, presents especial attractions to the commercial and traveling public. The route includes the following named railways: *Boston and Lowell*, and *Nashua and Lowell Railway*, *Concord Railway*, *Northern (N. H.) Railway*, *Vermont Central*, and *Vermont and Canada Railways*.

At Rouse's Point, on Lake Champlain, connections are made with the *Ogdensburg and Lake Champlain Railway*, thus accommodating the large and growing traffic between Boston and the West, by way of the Lakes and the upper St. Lawrence. Extensive wharves and the best machinery render the transfer of freight at Ogdensburg quick, easy, and cheap; and a large fleet of

steamers on the Lakes, with an unbroken railway connection to Boston, offers inducements to shippers unequaled by any other line.

The through line arrangements also include connections with the *Connecticut and Passumpsic Rivers Railway* at *White River Junction*, and with the *Boston, Concord, and Montreal Railway* at *Concord, N. H.* Travelers to Montreal or Ogdensburg, or to the mountains of New Hampshire and Vermont, seeking the shortest distance, convenient hours, the quickest run, and the most complete accommodations, will do well to take the Lowell route. The morning express, leaving Boston at the pleasant hour of 8 A.M., passes entirely through the beautiful mountain scenery during daylight. Or, one may take a sleeping-car on the 5 o'clock P.M. express, and rise to an early breakfast at St. Albans, 265 miles on the journey.

This combination of railways offers great advantages to the business public and to the great army of tourists who annually seek the delightful and healthful mountain regions of Vermont and New Hampshire. Visitors to the White Mountains have the choice of two routes to *Littleton*. These routes diverge at *Concord, N. H.*, one following the *Northern N. H. and Connecticut and Passumpsic Rivers Railway*, to *Wells' River*, and the other the *Boston, Concord, and Montreal Railway* to the same place. The time is the same by either route, and on both the scenery is of great variety and beauty. At *Wells' River* the cars are switched on to the track of the *White Mountains Railway*, which takes them to *Littleton*.

Persons desiring to visit *Lake Memphremagog* have the same choice of routes as far as *Wells' River*, whence the *Connecticut and Passumpsic Rivers Railway* conveys them to their destination through the peculiar and charming scenery of Northern Vermont.

All these various connections are made without change of cars, it being only necessary for the traveler to seat himself in the proper car at starting. All necessary information can be obtained from employés of the railway when not furnished on the time-tables, which are posted in conspicuous places.

THE BOSTON, LOWELL, AND NASHUA RAILWAY.

BOSTON, MASS., TO NASHUA, N. H., 40 MILES.

IT is now forty years since the plan for a railway between Boston and Lowell was first suggested, and thirty-five years since the road was opened for travel and traffic to that point. Its records during this long period of public service are well worthy of the reputation it has secured for good business management, and for steady progress in everything which tends to make a railway what it should be. In 1830, during which year the first definite measures for building the road were adopted, Boston and Lowell had not more than a quarter of their present population, and less than a twentieth of their present wealth; but the wise foresight which still characterizes their business men led to the formation of a company and the obtaining of a charter. The *Locks and Canals Company*, owners of the Lowell Water Power, voted a bonus of \$100,000, to be payable to the Railway Company on completion of the road. In 1835 it was opened for business to Lowell, which was then the proposed terminus, and was the first railway in Massachusetts complete for its entire length.

ROUTE, SCENERY, ETC.

Nashua, New Hampshire, the terminus of the *Boston, Lowell, and Nashua Railway*, is a busy little manufacturing city of about 12,000 inhabitants, situated at the confluence of the Nashua and Merrimack Rivers, forty miles northwesterly from Boston.

For the first ten miles the road passes through and among a beautiful succession of rounded hills, dotted with the tasteful villages and private residences and grounds that characterize the environs of Boston. From thence to the vicinity of Lowell it is unattractive. The low hills are mainly covered with a growth of pine and oak, and there are but few rural improvements.

At Lowell the road enters upon the beautiful valley of the Merrimack and follows its right bank to Nashua, affording alternate views of the broad and placid river, and its boundary of verdant meadows and hills.

The *Boston, Lowell, and Nashua Railway* presents a marked contrast to many of our roads, which are managed solely for the sake of making money, without regard to the comfort or safety of passengers. The track is notably smooth and well laid, and the rolling-stock is constructed in the best and most durable manner. For many miles from Boston the track passes either under or over all the wagon-roads which it crosses, thus preventing the danger of accidents caused by careless drivers of vehicles. The earth-cuttings are covered with grass, and are in some cases graded and turfed, so that the nuisance of dust is in a great measure abated. In short, the journey over this road is made with more comfort and less fatigue than is usually experienced in similar journeys.

CONNECTIONS.

At Boston, passengers can easily reach the *Boston and Albany Railway*, and the *Old Colony and Fall River Line*, as well as the other railways for *New York* or the *West*, while the trains to *Portland* are only a few steps distant.

From *Winchester*, a branch diverges to *Woburn*, and another from *East Woburn* to *Stoneham*.

At *Lowell*, connections are made with the *Stony Brook Branch*, the *Lowell and Lawrence Railway*, and the *Salem and Lowell Railway*.

At *Nashua*, it connects with the *Concord Railway*, and with the *Worcester and Nashua Railway*, and with the *Wilton Branch*.

WEST MEDFORD.

Medford, Middlesex Co., Mass.

5 m. fr. *Boston*. Fr. *Montreal* 323.

Crossing the long bridges and trestle-works just out of Boston, we soon reach this suburb. It is a small village, and express trains do not stop at the station. The town of Medford and the village of the same name have long been extensively engaged in ship-building. At the village of Medford, 1 mile east of the station, is *Tuft's College*, incorporated in 1852, and well known as the School of Universalism. The College is pleasantly situated on Walnut Hill, and is surrounded by ornamental grounds. West Medford is the site of *Brook Farm*, where, some years ago, *Haw-*

thorne and other congenial spirits formed a "community" and lived for several years as a family, having all things in common.

WINCHESTER.

Winchester, Middlesex Co., Mass.

8 m. fr. *Boston*. Fr. *Montreal* 320.

The *Woburn Branch* diverges at this station. Fare from Boston to *Woburn Centre*, 25 cts. Distance 10 miles. About a dozen trains run daily each way. The town contains manufactories of chemicals and pianofortes; machine shops and tanning establishments. A large quantity of apples are raised here; also garden vegetables.

EAST WOBURN.*Woburn, Middlesex Co., Mass.***10 m. fr. Boston. Fr. Montr'l 318.**

At this station is the junction with *Stoneham Branch Railway* to Stoneham 2 miles, at which town are extensive shoe manufactories and tanneries. There are 6 or 7 trains daily each way between Boston and Stoneham. Fare, 25 cents.

WILMINGTON.*Wilmington, Middlesex Co., Mass.***15 m. fr. Boston. Fr. Montr'l 313.**

The country is not very thickly settled in the vicinity of the station. Most of the inhabitants are engaged in agricultural pursuits.

BILLERICA.*Billerica, Middlesex Co., Mass.***19. m. fr. Boston. Fr. Montr'l 309.**

This station is established for the accommodation of the two villages of Billerica and Tewksbury, between which it is situated. *Billerica* is pleasantly situated about $1\frac{1}{2}$ miles west of the railway station. It contains about 2,000 inhabitants, who are mostly engaged in farming. The chief manufactories are woolen and cotton mills, and an establishment for the preparation of drugs and chemicals. The *Howe School*, a well-known educational institution, is situated at this place.

Tewksbury lies 2 miles eastward of the railway station. It is the site of the *State Pauper Institution*, founded for the benefit of such paupers as properly come under the care of the Commonwealth, rather than under that of individual towns. It has cost the State, thus far, about \$100,000.

NORTH BILLERICA.*Billerica, Middlesex Co., Mass.***22 m. fr. Boston. Fr. Montr'l 306.**

This is a thriving little manufacturing village, deriving its water-power from the Concord River. Woolen goods, and drugs and chemicals are the principal productions.

LOWELL.*Lowell, Middlesex Co., Mass.***26 m. fr. Boston. Fr. Montr'l 302.**

HOTELS—*Washington, Merrimack, American.*

Among the large manufacturing towns of America, Lowell has hardly a rival in the extent of her works, the number of hands employed, and the amount of capital invested. The city, numbering according to the latest returns nearly 40,000 souls, is built chiefly on the right bank of the *Merrimack*, near its junction with the *Concord River*. The manufacturing interest is, of course, the controlling power in the place, and the result is that Lowell is a model worthy of imitation in many of our larger cities.

In 1821, there were 12 houses on the land now occupied by this busy population. A few years previous to that date, a canal known as the *Parrotucket Canal* had been dug around the falls of the same name, for purposes of navigation. This canal did not prove to be a financial success, and was secretly purchased by Boston capitalists in 1821, with the intention of establishing works for printing calicoes. Messrs. *William Appleton* and *Patrick T. Jackson* are the gentlemen to whom belongs the credit of inaugurating this enterprise. The company was incorporated in 1822,

under the title of *The Locks and Canals Co.*, and work was at once begun to prepare the ground for building and the water-power for use. With characteristic forethought it was decided that an appropriation should be made for a church, which was done, and *St. Ann's Church* still stands to commemorate the wisdom of its founders. Soon afterward an appropriation for a public library was made, and a library established, which has since grown to large dimensions.

The first wheel of the *Merrimack Co.* was set in motion on Sept. 1st, 1823. Two years after, the first dividend of \$100 per share was made, and from that day to this, dividends have been annually made (with one exception in 1829), averaging 12 per cent., and in some years reaching as high as 20 per cent.

In 1846 the present grand canal was decided upon, and Mr. J. B. Francis appointed to superintend its construction. The outlet of Lake Winnepesaukee was purchased with water rights, and every improvement in machinery has been introduced as rapidly as its advantages were recognized. The wheels in use at present are that pattern of turbines known as *Boyden's Improvement*.

The visitor should not fail to see the huge mills of the *Merrimack Manuf. Co.*, as their processes of printing are very interesting and beautiful. The fabrics may be seen in all stages of manufacture,—from the weaving-rooms, where the crash of looms is absolutely deafening, to the drying-room, where the freshly printed calico is passed through a temperature of 230° Fahr. If the visitor wishes to do so, he may test his powers of endurance by step-

ping into this huge oven, but it is only those who are used to it who can with impunity remain more than a few seconds. Some idea of the extent of these mills may be gained from the fact that nearly 12,000 miles of cotton fabrics are made in a year.

Another establishment possessing peculiar interest is the *Lowell Manuf. Co.*, where 35,000 yards of carpet are made per week. The looms on which these carpets are woven are marvels of mechanical ingenuity, and seem almost possessed of intelligence as they turn off yard after yard of the most complex and variegated patterns.

The Lowell Bleachery, as its name implies, is devoted to bleaching goods consigned for that purpose, and 15,000,000 yards of cotton goods, of all qualities, are annually bleached within its walls. The establishment has some interesting chemical works, for they make their own "drugs." Among these is the only vitriol furnace in the country. An interesting fact was told the writer by Mr. F. P. Appleton, agent of the Bleachery, while inspecting the steam-engine which drives the machinery. This anecdote, which has never before been published, shows that the arrival of the *Monitor* in Hampton Roads, on March 9, 1862, was Providential in more than one particular. While this engine was being built, in 1861, by the *Corlis Steam-Engine Co. of Providence, R. I.*, the New York contractors for the building of the original *Monitor* found that there was no lathe in the country, excepting that of the Corlis Company, large enough to turn the "turret ring" upon. They accordingly shipped the ring to Providence. It reached its destination on November

18, 1861. Two days after, it was bolted to the great fly-wheel of the Bleachery engine, then in the works, and on the 3d day of December following, it was returned to New York completed. Thus we find another link in the chain of events which saved our fleet on that memorable day in Hampton Roads.

STATISTICS OF LOWELL MANUFACTURES, JANUARY, 1869.

SUMMARY.

Capital Stock, \$13,650,000.
 Number of Mills, 50, and other buildings.
 Spindles, 457,512.
 Looms, 12,188.
 Females employed, 8,980.
 Males employed, 4,737.
 Yards made per week, 2,328,000 cotton; 19,500 woollen; 35,000 carpets; 2,500 shawls; 6,000 doz. hosiery.
 Pounds Cotton consumed per week, 677,000.
 Pounds clean Wool consumed per week, 99,000.
 Yards dyed and printed per annum, 49,112,000.
 Tons Anthracite Coal per annum, 38,700.
 Bushels Charcoal per annum, 18,800.
 Cords Wood per annum, 1,775.
 Gallons Oil per annum, 101,376.
 Pounds Starch per annum, 2,070,000.
 Barrels Flour per annum, 1,415.
 Steam power, 32 engines—4,425 horse power.

GENERAL STATISTICS.

Wages of females, clear of board, per week, \$3.60 to \$3.75.
 Wages of males, clear of board, per day, \$1.20 to \$2.00.

Medium produce of a loom, No. 14 yarn, yards per day, 45.
 Medium produce of a loom, No. 30 yarn, yards per day, 30.
 Average per spindle, yards per day, $1\frac{1}{4}$.

MIDDLESEX.

Chelmsford, Middlesex Co., Mass.

27 m. fr. Boston. Fr. Montr'l 301.

This station is hardly outside of Lowell. It is surrounded by a farming region lying along the river, and on the adjacent hills.

NORTH CHELMSFORD.

Chelmsford, Middlesex Co., Mass.

29 m. fr. Boston. Fr. Montr'l 299.

The station is at the mouth of the Stony Brook, a small stream affording water-power to a great number of manufacturing establishments in this and the adjacent towns. The village contains founderies, machine-shops, hosiery-mills, and two churches. The *Stony Brook Branch Railway* diverges at this station, extending to *Groton Junction*, 17 miles distant, there connecting with the *Cheshire Railway*, *Vermont and Massachusetts Railway*, *Fitchburg Railway*, and *Worcester and Nashua Railway*. There are three trains daily between Lowell and Groton Junction.

TYNGSBORO' AND DUNSTABLE.

Tyngsboro' and Dunstable, Merrimack Co., Mass.

32 m. fr. Boston. Fr. Montr. 296.

Tyngsboro' is on the right bank of the Merrimack. The village is near the station. A large quantity of

excellent hay is cut and cured on the broad meadows bordering the river. A relic of the good old colony times exists here, to wit, a large entailed estate, including a considerable portion of the town. It has been the cause of numerous lawsuits, and has probably greatly hindered the prosperity of the place. At Tyngsboro', in the olden time, lived one Cromwell, who invented the righteous practice of using his foot as a measure of weight in purchasing furs from the Indians, for which the unreasoning savages saw fit to assassinate him.

DUNSTABLE

Is 6 miles west of the station, with which it is connected by lines of stages running so as to meet express and accommodation trains. It is in a farming district.

LITTLE'S.

Nashua, Hillsborough Co., N. H.

35 m. fr. Boston. Fr. Montr'l, 293

A small farming village on the west bank of the Merrimack.

NASHUA.

Nashua, Hillsborough Co., N. H.

40 m. fr. Boston. Fr. Montr'l, 288

A manufacturing city of about 12,000

inhabitants, deriving its water-power mainly from the Nashua River, which has a fall here of between 50 and 60 feet. The Nashua Manufacturing Company, the Jackson Company, and other cotton-mills, employ about 2,000 operatives. There are also extensive iron-mills, founderies, machine-shops, and a great variety of mechanical establishments, giving full employment to the busy population.

The through line depot is on the easterly extremity of the town, and very little of the place can be seen from it. The principal, or Boston depot is nearly a mile west of this, upon the main street, on the north side of the Nashua River, and at the junction with the Wilton branch. The depot of the Worcester and Nashua road is half a mile south of the Boston depot, on the main street.

The city is pleasantly located on both sides of the Nashua River, and upon a diversified surface, rising in some places 100 feet or more above the water. It is well ornamented with shade trees, is supplied with aqueduct water and gas, and contains numerous first-class residences.

The principal hotels are the Indian Head, Tremont, and Central Houses.

Route to White Mountains, Montreal, etc., continued on page 20.

THE WILTON BRANCH RAILWAY.

Nashua to Wilton, 16 Miles.

THIS road diverges from the through line at Nashua, and extends in a northwesterly direction to Wilton, into the hilly and pleasingly diversified country characteristic of the southwestern part of New Hampshire. Among and upon these hills, and in the immediate vicinity of the railway, are many large and commodious public-houses, that are well filled in summer by visitors and families from Boston and elsewhere. Being but two hours' ride from the city, and accessible by numerous and convenient trains, they afford very desirable retreats from the discomforts of summer in town, and are liberally patronized. The Whiting House, the Mount Vernon House, the Milford Springs Hotel, and the Amherst Hotel are among the best, accommodating from 100 to 300 guests each. A large number of visitors and boarders are also cared for in private houses.

Lines of stages connect Wilton with Peterborough, New Ipswich, Francestown, and various points of interest in the southwestern counties of the State.

SOUTH MERRIMACK.

Merrimack, Hillsborough Co., N.H.

45 m. fr. Boston. Fr. Wilton, 10.

A small village. The surrounding country is mostly hilly; but fertile meadows are found along the stream. The Souhegan River furnishes good water-power, which is used to some extent by mills and small factories.

AMHERST.

Amherst, Hillsborough Co., N. H.

48 m. fr. Boston. Fr. Wilton, 7.

The town has about 2,000 inhabitants. It was originally given in

"grants" to soldiers of King Philip's War, in 1733. *Horace Greeley* was born here, in a small and plain house which is still standing. The Souhegan River furnishes good sites for water-power. Iron ore is found in the hills bordering the stream. Mineral springs abound in the vicinity, one of which is acquiring some popularity from its medicinal properties. It is known as *Amherst Spring*. A new hotel has lately been erected near the springs, and stages run regularly to it during the summer months. Distance, 3 miles.

MILFORD.

Milford, Hillsborough Co., N. H.

51 m. fr. Boston. Fr. Wilton, 4.

Stages daily to Mount Vernon; tri-weekly to Francestown.

Broad and level meadows surround this station, on which is the pleasant village of Milford. The town contains about 2,500 inhabitants, many of whom are engaged in the extensive tanneries and cotton-mills of the vicinity.

This town is the birthplace of the famous Hutchinson family, whose homestead was long an object of interest to visitors, but has now passed into other hands.

WILTON.

Wilton, Hillsborough Co., N. H.

55 m. fr. Boston.

HOTEL—Whiting House.

Stages daily to Peterborough; tri-weekly to Greenfield, Hancock, Stoddard, Marlow, Bennington, Antrim, etc.

Wilton is delightfully situated in the Souhegan valley, which is here nar-

row and bounded by hills. The river furnishes excellent water-power. There are four woolen-mills in the vicinity; also tanneries, starch factories, glass-works, furniture factories, and saw-mills. The American Silex Company—a well-known firm—is in this town. A most productive dairy region surrounds Wilton. The morning train to Boston always includes a milk-car, in which 2,000 gallons are daily taken to the city. Cheese is also made in large quantities. Granite is quarried for building purposes not far from the village. Wilton is a popular resort for summer visitors, its nearness to Boston rendering it easy of access for business men, who can be with their families at night, and in their city offices during business hours.

The *Whiting House* is near the railway station, and will be found a most agreeable place of resort. It has been newly furnished, and is in every respect a well-kept establishment. Pleasant rides and walks abound in the vicinity. *Barnes' Falls* is 2 miles distant, and *Mount Monadnock* is 25 miles west, besides which are many other resorts within easy driving distances.

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CONCORD RAILROAD.

Nashua to Concord, 35 miles.

THE route by this road follows the valley of the *Merrimack River* a distance of 35 miles, from *Nashua* to *Concord*, pursuing its right bank as far as Goff's Falls, where it crosses to the east side, thence to Hookset, where it recrosses to the right bank, and thence to Concord. A branch leaving the main line at Hookset passes up the east side of the river through Pembroke, joining the line again a short distance before it reaches Concord. Although its length is not great as compared with many other roads, still it is one of the most important railways of New Hampshire. It forms a part of the great Trunk line between Boston and Northern New Hampshire and Vermont, as well as Canada and the West by way of the Lakes.

The city of Manchester is the principal station between its termini, which as a manufacturing city is surpassed in importance by few of its size. The remaining intermediate stations are only seven in number, at several of which are extensive manufactories of cotton and woolen goods.

Connections.—At Manchester with the *Manchester and Lawrence*, the *Concord and Portsmouth*, and the *Manchester and North Weare* Railroads.

Concord is the point of divergence of the *Boston, Concord, and Montreal*, the *Concord and Claremont* Railroads, and the *Northern* Railroad to White River Junction and thence to Montreal.

Stages leave Concord daily for Pittsfield and Hopkinton.

THORNTON'S FERRY.*Merrimack, Hillsborough Co., N.H.***45 m. fr. Boston. Fr. Montr'l, 283**

The town of Merrimack is chiefly agricultural. The village, though small, is pleasant, and is surrounded by some fine farms.

MERRIMACK.**47 m. fr. Boston. Fr. Montr'l, 281**

This is also in the town of Merrimack. On the Souhegan River, which here joins the Merrimack at a short distance from the station, are a carpet factory and a manufactory of furniture.

REED'S FERRY.*Merrimack, Hillsborough Co., N.H.***48 m. fr. Boston. Fr. Montr'l, 280**

Here is located the "*Granite State Military Institute*," a school for boys.

On the opposite side of the river is the town of *Litchfield*, long and narrow in shape, which is said to possess neither a *lawyer*, a *doctor*, nor a *minister*, and yet is one of the wealthiest in proportion to its size in the State. This singular circumstance is accounted for by the fact that there are villages just beyond the northern and southern limits of the town, which meet its wants in those respects.

GOFF'S FALLS.*Manchester, Hillsborough Co., N. H.***53 m. fr. Boston. Fr. Montr'l, 275**

So called from a former resident in the vicinity. The station was formerly in the town of Bedford, on the west

side of the river, but is now in Manchester, on the east side.

There is a small village about a mile south of the station, in which is a manufactory of woolen yarn, situate on the outlet of Wassabesic Pond.

The railroad here crosses the Merrimack River on a new and excellent double-track bridge of about 700 feet in length.

MANCHESTER.*Manchester, Hillsborough Co., N.H.***55 m. fr. Boston. Fr. Montr'l, 273**

The city of *Manchester*, incorporated in 1846, and now containing a population of 30,000, is one of the most important manufacturing cities of New England. Its situation is on the east side of the Merrimack River, and it has grown rapidly within the last few years from an inconsiderable village to its present size. It includes within its limits the villages of *Piscataquog* and *Amoskeag*. It is regularly and handsomely laid out, with neat and shaded streets, and presents an air of thrift and prosperity. The manufacturing companies have erected commodious and substantial brick blocks of tenement houses, for the accommodation of those in their employ, which we have seldom seen surpassed for comfort. The Merrimack River here makes quite a rapid descent over a rocky bottom, affording a water-power of great volume, and easily turned to advantage. Here are located the mills of several well-known manufacturing companies. Among them are the "*Amoskeag*," "*Manchester Print Works*," "*Langdon Mills*," and "*Stark Mills*." There are also extensive works for the manufacture of locomotives, steam fire-

engines, power-loom, and a great variety of other mechanical industries. Like the other New England cities, it contains a number of churches, newspaper offices, banks, fine stores and residences, and, as a matter of course, good schools. The *Manchester House*, Wm. Shepherd, proprietor, stands on *Elm Street*, the principal street of the city, and is a neat and well-conducted resting-place for travelers.

At Manchester, railway connection is made with the *Manchester and Lawrence*, the *Concord and Portsmouth*, and the *Manchester and North Weare* Railroads.

MARTIN'S FERRY.

Hookset, Merrimack Co., N. H.

60 m. fr. Boston. Fr. Montr'l, 268

An unimportant station in a hilly region. In the vicinity there are only five or six dwellings.

HOOKSET.

Hookset, Merrimack Co., N. H.

64 m. fr. Boston. Fr. Montr'l, 264

The railroad here recrosses the river, on a double-track bridge of about 550 feet in length. On the opposite side of the river from the station are the mills of the "*Hookset Manufacturing Company*," for cotton goods, and near by are several extensive yards for the manufacture of brick.

"*Pinnacle Mountain*," a rocky peak, rises on the west and left of the railroad, to the height of several hundred feet, commanding an extended view of the surrounding country.

A branch from the main line at this place crosses the river at the falls,

and, passing through *Suncook* village on the east side of the river, joins the main line again about one mile below *Concord*.

SUNCOOK.

Pembroke, Merrimack Co., N. H.

66 m. fr. Boston. Fr. Montr'l, 262

HOTEL—*Suncook House*.

This station is on the branch intended principally for its accommodation, and a portion of the through trains on the main line are run this way.

The falls of the *Suncook River*, which here joins the *Merrimack*, afford excellent water-power for manufacturing and mills. The large mills of the "*Pembroke*" and "*Webster*" companies, for the manufacture of cotton goods, are fine structures of brick; and the new mill, now nearly completed, situate between the railroad and the *Merrimack River*, will be one of the largest and best buildings in the State. The situation of the village, in a narrow valley on the sides of the *Suncook River*, is not favorable for a beautiful appearance; but the extensive works of the manufacturing companies, with the general enterprise of the place, make it one of rapidly increasing importance.

CONCORD.

Merrimack Co., N. H.

73 m. fr. Boston. Fr. Montr'l, 255

HOTELS—*Eagle and Phenix*.

This is the capital of the State of New Hampshire. It was originally known by the name of "*Pemacock*," from that of a tribe of Indians, whose favorite grounds were in this place. Its

surface is uneven, but it does not present the steep acclivities and deep valleys of some of the neighboring towns. Present population, nearly 14,000.

Concord was incorporated as a city in 1853, and includes within its limits also the villages of East Concord, West Concord, and a large part of Fisherville, situate partly in Concord and partly in Boscawen. The city proper is very pleasantly located on the level and gradually rising land on the west side of Merrimack River, overlooking its extensive intervals. Two streets, Main and State, parallel with the general course of the river, extend the entire length of the city, nearly two miles; which, with others in the same direction, are intersected by streets crossing at nearly right angles with considerable uniformity. Most of the streets are bordered with overshadowing trees, which constitute a great and very attractive beauty of the place.

BUSINESS.

Its central position, with its railroad communications with the different sections of the State, make Concord the place of an extensive and important trade. Its most important manufactures are carriages. The establishment of Abbot, Downing & Co. has long been well known throughout the country. The quarrying and cutting of the excellent "Concord granite" is extensively carried on. There are also extensive establishments for various other manufactures.

PUBLIC BUILDINGS.

The Capitol, built in 1819, but en-

larged and much improved in 1867, is situated near the centre of the city, occupying with its grounds an entire square between Main, State, Park, and Capitol Streets. The structure is of Concord granite, and presents a beautiful appearance, as well as being a very commodious building for the purposes intended.

The City Hall and Court House, on Main Street, a quarter of a mile north of the Capitol, is a two-story building of brick, and contains the city and county offices.

The State Prison, a short distance further north, on State Street, is of granite, and though a comparatively old structure, yet is well arranged and designed for the health, as well as safe-keeping, of its inmates. It is the only prison in the State.

The Asylum for the Insane is on the westerly side of the city, and, with its extensive buildings and surrounding grounds and large farm of 125 acres, is an attractive as well as a very useful and successful institution.

RAILROAD COMMUNICATIONS.

Concord has railway connections by the *Concord Road* with the diverging roads at Manchester, with Boston, and also the southern and eastern parts of New Hampshire; by the *Northern Road* with the western part of the State and Vermont and Canada; by the *Boston, Concord, and Montreal Road* with the northern parts and the White Mountains; and by the *Concord and Claremont Road*, with the *Contooscook Road* diverging from it, with the southwestern parts. It has also *daily stage connections* with Pittsfield and Hopkinton.

CONCORD AND CLAREMONT, AND CONTOOCCOOK RAILWAYS.

THESE branches of the Northern Railway extend from Concord to Bradford, N. H., 27 miles, and from Contoocook to Hillsborough, 15 miles—the former extending through the thriving towns of Hopkinton and Warner to Bradford, and the latter through a portion of Hopkinton and Henniker to Hillsborough Bridge. All these are fine farming towns, possessing unusual attractions for pleasure tourists, and, particularly at Hillsborough and Bradford, affording excellent hotel accommodations. Bradford Springs may be reached by stage from the towns last named, being only a few miles distant from either. These Springs are largely resorted to in summer, both on account of their medicinal properties and the beauty of their surroundings. Sunnapee Lake, which affords fine boating and fishing, is about 6 miles distant from Bradford.

BOSTON, CONCORD AND MONTREAL RAILWAY.

Concord to Wells' River, 93 miles.

THIS road passes through some of the most romantic portions of New England, for a time along the shores of Lake Winnipiseogee, and then on beneath the shadows of towering mountains and across wild murmuring streams, till you are landed at the very threshold of the White Mountains themselves.

The subject of the extension of the railroad from Littleton to Whitefield and Lancaster has been more or less agitated for the last five years by this company, and they are now constructing 6 miles of road beyond Littleton, to be opened in 1869. Doubtless not many years will elapse ere Lancaster will be reached.

EAST CONCORD.

Concord, Merrimack Co., N. H.

75 m. fr. Boston. Fr. Littleton 111

East Concord, in the valley of the Merrimack, is a small village, containing a church, two stores, and is on the west of the railway. *Sewall's Falls*, a short distance beyond, is simply a flag-station for the accommodation of those living in its vicinity.

NORTH CONCORD.

Concord, Merrimac Co., N. H.

78 m. fr. Boston. Fr. Littleton 108

A short distance from Fisherville on the east, where are several cotton factories, four churches, and a number of stores. Here are some exceedingly

rich and fertile meadows, although, as we pass north towards Canterbury, the soil becomes light and sandy, and considerably wooded.

CANTERBURY.

Canterbury, Merrimac Co., N. H.

83 m. fr. Boston. Fr. Littleton 103

An unimportant station. In this town, some four miles distant, there is a *Shaker* village, which exhibits the thrift and neatness that everywhere characterize this sect. They have constructed an artificial pond, thus creating sufficient water-power for a saw and grist mill. *Canterbury Centre* is only two miles from the station, in a rural and agricultural locality.

NORTHFIELD.

Northfield, Merrimac Co., N. H.

86 m. fr. Boston. Fr. Littleton 100

A farming town, bounded on the west by the Merrimac River, and on the north by the Winnipiseogee River. There are only four or five houses within sight of the depot. All trains stop here a few minutes for wood and water.

SANBORNTON.

Sanbornton, Belknap Co., N. H.

91 m. fr. Boston. Fr. Littleton 95.

HOTEL—Barnes' Hotel.

The Winnipiseogee River, the outlet of the lake of the same name into the Merrimack, is crossed just before reaching this station, which was formerly called Sanbornton Bridge. The town is a delightful, rural one, with a varied surface and scenery, bordering on the east, upon the shore of Great Bay. Here are two woolen mills, three churches, and a number of handsome residences.

The "*New Hampshire Conference Seminary and Female College*" stands upon the rising ground west of the railroad. Its buildings are three in number, built of brick, and are surrounded by grounds tastefully arranged and adorned with shrubbery.

A stage leaves Sanbornton daily for *New Hampton*, *Gilmanton*, and *Franklin*. A carriage is also in waiting at the station, to carry passengers to the hotel, a half-mile distant.

UNION BRIDGE.

Sanbornton, Belknap Co., N. H.

95 m. fr. Boston. Fr. Littleton 91.

A small village upon the lower arm

of *Great Bay*, which we here cross to the east side. It has small saw-mills, a church and store, and some lumber business.

LACONIA.

Laconia, Belknap Co., N. H.

100 m. fr. Boston. Fr. Littleton 86

HOTEL—Willard's Hotel.

In a picturesque region on *Great Bay*. We would advise the tourist, before reaching this village, if possible, to seat himself upon the left side of the car, that he may not lose the *charming* view across this lake. The verdure-clad mountains in the distance, and the varied landscape mirrored in the clear waters, is one of rare beauty. *Laconia* is a flourishing village, containing several churches, stores, and manufactories. Here are the "*Belknap*" mills, for the manufacture of flannels, and "*Thomas & Sands*" hosiery establishment. *Willard's Hotel* has been recently erected near the railroad station.

LAKE VILLAGE.

Gilford, Belknap Co., N. H.

102 m. fr. Boston. Fr. Littleton 84

HOTEL—Lake House.

On the southern shore of a small arm of *Lake Winnipiseogee* is a thriving village, within easy access of the wondrous beauty that invests this lake region. It contains a manufactory of hosiery, large machine shops and repair-shops, three churches, a national bank and savings bank. It has also extensive lumber-yards and trade in lumber.

The little steamer *James Bell* runs

daily from *Lake Village* to *Alton Bay*, carrying passengers.

The *Lake House* is a new hotel, of brick, near the station. It was opened in 1868.

WIERS.

Laconia, Belknap Co., N. H.

106 m. fr. Boston. Fr. Littleton 80

At *Wiers*, the traveler is left to choose between leaving the cars and embarking here upon the steamboat "*Lady of the Lake*," Captain Winborn A. Sanborn, for *Centre Harbor* and the delightful scenery adjacent to *Lake Winnipiseogee*, or proceeding by rail and stage to the mountains, *via Plymouth* or *Littleton*. We would advise to the former course.

Wiers Station itself is an unimportant one, save as it is the point of departure of this charming little steamer, which has recently been rebuilt and refitted in the best style, and which connects with trains running north and south. Captain Sanborn has a fine residence here, upon the hill, to the right and south of the landing, and which overlooks the crystal sheet of water, which for nineteen years has been, in fact, his home.

Near *Wiers* is the old "*Endicott Rock*," which was discovered but a few years since, and is supposed to be a monument or boundary made by two surveyors sent out by Gov. Endicott, of Massachusetts, in early colonial times. "Its quaint and curious carving" will attract attention.

Route to White Mountains continued on page 30.

LAKE WINNIPISEOGEE.

This enchanting mountain lake is perhaps the most pleasing scene in all our journey to the White Mountains. The stern grandeur and magnificence of the mountains themselves, with the extended prospect which they afford, may inspire awe and wonder ; but no sight in all our travels awakens such rapturous delight as the translucent waters, exquisite islands, and beautiful environs of Lake Winnipiseogee. Its situation is in the counties of Carroll and Belknap, between which it forms the boundary. It is very irregular in form, extending in a north-west and south-east direction a distance of about twenty-five miles, and in width from one to seven miles. Its shores are indented in every direction by charming bays, and its islands are said to equal in number the days of the year. Two hundred and seventy-six of them have been surveyed. Its waters are remarkably clear, disclosing its finny inhabitants to a great depth. They abound with the finest fish. On all sides mountains rise, yet not *abruptly*, from the shore, which, as seen at a distance, appears smooth and level. In its neighborhood are the towns of Moultonborough, *Wolfborough*, Tuftonborough, Centre Harbor, Meredith, Gilford, and Alton. The sail from Wiers to Centre Harbor is thus commented upon by Edward Everett : "I have been something of a traveller in our own country—though far less than I could wish—and in Europe have seen all that is most attractive, from the Highlands of Scotland to the Golden

Horn of Constantinople, from the summit of the Hartz Mountains to the Fountain of Vacluse ; but my eye has yet to rest on a lovelier scene than that which smiles around you as you sail from Wiers' landing to Centre Harbor."

If the traveller takes the afternoon train from Concord he reaches Wiers at five p. m., when he at once enters the steamer, and is in the care of *Capt. Sanborn*. As you move out into the lake, the *Belknap* mountain rises on the right, with its two regular peaks 2,500 feet high. Opposite it to the north "*Ossipee* rears its bare head." Further on, as we turn northward, *Red Hill* appears in sight, and directly in front. On approaching *Centre Harbor*, on the right the pointed peak *Mt. Chicorua*, 3,600 feet high, is seen far distant, and even the snowy front of Mt. Washington, in a clear day. After a sail of only ten miles, even before we desire, we reach Centre Harbor, where we may spend the night, if we choose.

CENTRE HARBOR is at the north western extremity of the central one of *three* large bays into which this lake is divided, at its west end. It is a small village, yet one of the most favorite summer resorts among all the mountain region. It contains twenty-five or thirty houses, several stores, and a church. Here is the well-known "*Senter House*," so called from its earliest proprietor, now owned and conducted by *J. L. Huntress*, whose kind attention to the wants of his

guests, and his generous hospitality, can never be forgotten. It stands upon a gentle slope, 30 or 40 feet above the lake, overlooking it, with its verdant islands, is shaded by elms in front, and in its rear shielded by granite hills. It is very commodious, and favorably located for enjoying the beautiful drives and fine fishing of this region.

The "*Moulton House*," a short distance in the rear of the "*Senter House*," is of smaller dimensions, yet is a pleasant house for those who wish to board and spend some time in this vicinity.

The steamer "*Lady of the Lake*" continues its course from *Centre Harbor* to *Wolfboro'*, 20 miles, and, if convenient, it will amply repay the traveler to take this sail. For the first few miles the course is the same as that over which he has just passed. But soon he enters the broader part of the lake, near some of its larger islands. The finest view of the distant mountains is at sunset, upon a clear evening. It was at such a time that we gazed upon this scene of picturesque delights, so enchanting that, in comparison with it, we thought only of the "sea of glass," the "Land of Beulah," and the "delectable mountains."

The steamer "*Chocorua*," *Capt. Wiggin*, also makes regular trips between *Alton*, *Wolfboro'*, and *Centre Harbor*.

RED HILL is the chief object of interest in the vicinity of *Centre Harbor*, about four miles distant, in the town of *Moultonborough*, affording the finest view of the *Winnipiseogee* and *Squam* lakes. Its height is 2,500 feet; yet its ascent is easily effected, for a large portion of the distance in car-

riages, and the rest of the way on horseback. Its summit is destitute of trees, thus affording an uninterrupted prospect in all directions. To the far north, the peaks of the *White Mountains* are discernible, the *Ossipee* mountains in the east, and a little to the north "*Chocorua*," 3,600 feet high, so named from an Indian chieftain, who is said to have thrown himself from its summit to escape his pursuers. *Kearsarge* and *Monadnock* are distinctly seen at the south-west, and *Belknap* at the south-east. The distances between these embrace the calm expanse of the larger lakes, those gems of New England, with here and there a town or village, and a smaller lake, glittering in the sunlight like a diamond in an emerald setting. Grace and loveliness make up the entire picture, and you feel fully repaid for all the time and expense you have spent in being permitted to gaze upon it.

STAGE LINES.

Coaches leave *Centre Harbor* daily for *Conway* and *North Conway*, soon after the arrival of the morning boats from *Wiers* and *Alton Bay*. The distance to *North Conway* is 35 miles, the route passing through the towns of *Moultonborough*, *Sandwich*, *Tamworth*, *Madison*, and *Conway*, surrounded by picturesque scenery, ever new and increasingly attractive. After reaching *Tamworth*, the road passes along the shore of *Six Mile Pond*, a beautiful sheet of water.

Conway, 14 miles beyond, though the gateway to the mountains, is one of the most level towns in the State. Here are some excellent trout streams. The "*CONWAY HOUSE*," *L. H. East-*

man, proprietor, is deemed one of the best of the mountain houses.

NORTH CONWAY, five miles further north, is in the valley of the *Saco* River, environed by mountains, and is a favorite resort of American artists. Here are three excellent *hotels*: the *Washington House*, the *Kearsarge House*, and the *North Conway House*. The view up the valley of the *Saco*;

with Mt. Washington in the distance, is one of surpassing beauty, while in the vicinity of its wooded, winding banks are many delightful walks and drives.

STAGES leave North Conway every morning for the *Glen House* (21 miles), and for the *Crawford House* (28 miles). Both CONWAY and NORTH CONWAY are most agreeable resting places.

MEREDITH VILLAGE.

Meredith, Belknap Co., N. H.

110 miles fr. Boston. Fr. Littleton, 76
HOTEL.—“ELM HOUSE.”

The tourist, having visited *Centre Harbor* and *Lake Winnipiseogee*, can, if he choose, return to *Wiers*, and continue his journey to the mountains by rail, via Plymouth or Littleton.

Four miles north of *Wiers* is *Meredith Village*, also on *Lake Winnipiseogee*; a pleasant village in a romantic region. Here are the “*Waukawau Mills*,” for the manufacture of hosiery, a cotton-mill, large lumber yards, three churches, several stores, and fine residences.

Leaving this station, we pass for some distance through a wild country, along the very edge of “*Winnebago*” Pond, or, as it is better known “*Measley Pond*,” and, a little further on, of “*Long Pond*,” both of which have their outlet in *Lake Winnipiseogee*.

HOLDERNESS.

Holderness, Grafton Co., N. H.

118 miles fr. Boston. Fr. Littleton, 68
HOTEL.—“SQUAM LAKE HOUSE.”

On the *Pemigewasset* River, is a manufacturing village. It contains

“White & Warner’s” manufactory of woollen cloth, “Scribner & Drake’s” paper-mills, “Scribner & Scribner’s” paper-mill, several hosiery mills, a saw and grist-mill, two churches, several stores, etc.

Squam Lake is but three miles distant, in the western part of the town, and affords the finest fishing of all the mountain lakes. It is not an uncommon circumstance to catch lake trout weighing from twelve to twenty pounds. The “*Squam Lake House*” affords excellent accommodations for those wishing to enjoy this sport.

BRIDGEWATER.

Bridgewater, Grafton Co., N. H.

121 miles fr. Boston. Fr. Littleton, 65

An unimportant flag station for the accommodation of Plymouth glove-makers. We cross the *Pemigewasset* River just before reaching Bridge-water. Thence we ride along its valley, containing some fine, fertile meadows.

PLYMOUTH.

Plymouth, Grafton Co., N. H.

124 miles fr. Boston. Fr. Littleton, 62

HOTEL.—“PEMIGEWASSET HOUSE.”

Here trains going north stop a half

hour for dinner, and down-trains 40 minutes.

Plymouth is situated near the confluence of Baker's River with the Pemigewasset, just at the opening of the *Franconia* and *White Mountain* ranges, and is one of the most picturesque and delightful regions in New Hampshire, abounding in points of interest to the tourist. Among these are *Livermore Falls*, two miles north of the village, unsurpassed in wild and romantic scenery, and as being "probably the result of volcanic action, invites alike the attention of the student of science and the lover of nature."

Mount Prospect, four miles from the hotel, with a carriage-road to the summit, commands a view thirty miles in extent, including Lake Winnipiseogee with its numerous islands, and rivalling in many respects that obtained from Mount Lafayette or Mount Washington. In the north the rugged mountain-peaks raise their towering fronts skyward, while in all directions valley and lake, thriving villages and fertile meadows, give to the landscape such a profuse variety that the eye can never tire.

Plymouth is one of the county seats

of Grafton County, and has a population of about 1,500. It contains two churches, a court-house, and an academy, and has manufactures of *gloves*, several steam saw-mills, and a number of fine residences.

The PEMIGEWASSET HOUSE, C. M. Morse, Manager, situated on the side of the railroad track, in this beautiful village, is an elegant and spacious hotel, and without exception the finest in the State. It is nearly new, of 230 feet front, with a wing of 80 feet and four stories high. All its appointments are complete. It has accommodations for 350 guests, is well lighted and ventilated, and carefully furnished, with a studious regard to the comfort and convenience of its occupants. Its bath-rooms are abundantly supplied with hot and cold water, while a livery stable connected with it is the largest in New England, where good teams are in readiness at all times. In short, no pains have been spared to make the *Pemigewasset* the *Home* of the tourist, while its combination of climate, situation and scenery, presents attractions unsurpassed by any other summer resort in the country.

STAGE ROUTE TO THE MOUNTAINS *via* PLYMOUTH.

STAGES leave the *Pemigewasset House* daily, *via* the Pemigewasset Valley and *Franconia Notch*, for the various points of interest in the mountain region. This is a *most desirable* route, and is thus described by "*Eastman's White Mountain*

Guide," which was a valuable aid to us in our trip to the mountains :

"Should the tourist prefer the stage-coach to the rail from Plymouth, he will enjoy a most delightful ride of twenty-nine miles, to the PROFILE HOUSE, tracing the course of the

Pemigewasset River. The road in some places is rather rough, but the weariness of the way is amply compensated by the variety of beautiful objects that are everywhere presented to the view. The river meanders in its winding course, now with placid and quiet current through green meadows, and now in rapid and headlong torrent over its pebbly bed, while little cascades are bursting from the hills, falling in sheeted foam over the opposing rocks, to make their way to the welcoming stream below. As the route leaves the village, the mountains begin to appear in the distance. As the distance lessens, the white porticos of the *Flume House* are seen, welcoming our approach. The hotel seems like a "nest among the mountains," as it is relieved by the dark mass amid which it rests. The little villages of *Campton* and *Thornton* are the resort of artists, who spend weeks in the vicinity, sketching for future

studies. *Campton* is said to contain more points for fine prospects than any town in the neighborhood. A quiet little inn upon the road-side looks the abode of comfort. Woodstock and Lincoln are small towns of no particular note. The road is now in the midst of the mountain region. The dark hills loom up on every side as the day departs. The Pemigewasset, now reduced to a little brook, murmurs at our feet. We have seen the summits of the hills brighten in the rich glory of sunset. The clouds are tinged with golden light, changing to soft purple and the gray of evening. The stars come out, the moon sends her gentle rays down into the valley. In the late twilight, after a half-day's exquisite enjoyment, we enter the delightful and quiet scenery of the *Notch Road*, passing the *Flume House*, and soon alight beneath the grateful shelter of the *PROFILE HOUSE*."

RUMNEY.

Rumney, Grafton Co., N. H.

132 m. from Boston. From Littleton, **54**

In the valley of the Baker River, is situated beneath the shadow of *Bald* and of *Rattlesnake* mountains. The first of these is the one furthest south. *Rattlesnake* Mountain is a very rough, precipitous elevation, a thousand feet in height, with the river winding through the meadows at its base. At Rumney is Emerson's hoe, mop, and fork manufactory, a steam saw-mill and lumber-yard, two churches, and a number of stores. The village is three quarters of a mile east of the station.

WEST RUMNEY.

Rumney, Grafton Co., N. H.

135 m. from Boston. From Littleton, **51**

An unimportant station. Here is a church and store, and a little collection of houses on the Baker River. Quantities of bark are sent from this locality to the tanneries in the vicinity of Boston.

WENTWORTH.

Wentworth, Grafton Co., N. H.

140 m. from Boston. From Littleton, **46**

HOTEL—"SMITH'S."

Also on the Baker River has some trade in lumber. It contains a church, lumber-mill, three stores, and a number of pleasant residences. Romantic

mountains rise in its vicinity on the right and west.

WARREN.

Warren, Grafton Co., N. H.

144 m. from Boston. From Littleton, 42
HOTEL—"MOOSE HILLOCK HOUSE."

Is a small town, containing a peg-mill, two saw-mills, a flour-mill, a church, and several stores. Large quantities of hemlock bark are sent from this *station*. It is particularly interesting, however, as being in proximity to "*Moose Hillock*" Mountain, which, from its height (4,600 ft.) and isolated position, has many advantages over all other mountains in New England. Stages ascend the mountain daily, a distance of nine miles, to the "*Prospect*" House, upon its summit. From it an uninterrupted view is presented for many miles. To the north lies the Valley of the Connecticut and the table-lands of Canada, to the north-east all the chains of the White and Franconia mountains, towards the east and south the whole State of New Hampshire, with the ocean in the far-distant horizon dimly reflected in the sunlight. On the west the whole of Vermont, with its continuous chain of the Green Mountains, while in *all* directions, mountain and valley, lake and forest, villages and winding streams are spread before the vision. The trip to this mountain-summit may be accomplished in about four hours, either by coach or on horseback, and will amply repay for a little fatigue to the lover of the beautiful in mountain scenery.

EAST HAVERHILL.

Haverhill, Grafton Co., N. H.

62 m. from Boston. From Littleton, 34

On a small tributary of the Con-

necticut, at the base of Moose Hillock Mountain, has a lumber and flour-mill, one church and store. Several kilns will be noticed near the railroad for burning charcoal.

Directly west of Moose Hillock, and on our right, we pass under the very shadow of *Owl's Head*, a rocky cliff rising precipitously several hundred feet, singularly exhibiting the rock strata running perpendicularly, scantily clothed with a few stunted trees, and, with a slight stretch of the imagination, resembling somewhat uncouthly an owl's head.

HAVERHILL.

Haverhill, Grafton Co., N. H.

157 m. from Boston. From Littleton, 29

HOTEL—"EXCHANGE HOUSE."

We now enter the beautiful Connecticut Valley, and one of the most attractive towns in this section. From the car windows on the left we overlook broad and fertile meadows, the village of Haverhill on a hill nestled among the foliage of its shade-trees, while beyond the river, towards the west, is seen the towns of Bradford and of Newbury, Vt., the latter with Mt. Pulaski rising in its rear.

Haverhill is one of the county seats of Grafton County, upon an elevated site, surrounded by picturesque scenery. It contains three churches, a court-house, and Webster's paper-mill. In its vicinity are extensive marble quarries and marble works.

Newbury, directly opposite, is much frequented for its celebrated sulphur springs, and the grand and beautiful scenery it commands, which resembles that from Mount Holyoke in Massachusetts in extent and variety.

NORTH HAVERHILL.*Haverhill, Grafton Co., N. H.***164 m. fr. Boston. Fr. Littleton 21**

A small village, containing two churches, a grist and saw mill, a brick-kiln, and some trade in lumber. Its situation is directly east of the *Great Ox Bow*, where the Connecticut River makes a sharp turn out of a direct course to the east, and then, by another equally abrupt to the west, pursues its way southward, bounded by magnificent meadows. The elevated position of the railway affords the traveler a fine view from the car windows.

WOODSVILLE.*Haverhill, Grafton Co., N. H.***168 m. fr. Boston. Fr. Littleton 20**

At the very northern extremity of the town of Haverhill, is the place where the "Boston, Concord, and Montreal" Railroad, and trains of the White Mountain Railroad, cross the Connecticut to Wells' River, on the west side. It contains several stores, a saw-mill, and extensive lumber-yard, and is near the junction of the Ammonoosuck River with the Connecticut. The view southward, as we cross the Connecticut, is delightfully romantic. Northward are picturesque falls and rocks.

For Wells' River see page 53.

WHITE MOUNTAINS RAILROAD.

Wells' River Junction to Littleton, 20 miles.

THIS road was chartered in December, 1848; its construction was commenced in the fall of 1851, and it was completed to Littleton in August, 1853. It is now operated by the Boston, Concord, and Montreal Railroad Company. Stages leave Littleton for Lancaster, in Coos County, and for the Crawford House, near Mount Washington.

BATH.

Bath, Grafton Co., N. H.

173 m. fr. Boston. Fr. Littleton 15

Bath lies upon the east bank of the Connecticut, and is also watered by the Ammonoosuck, which affords many fine mill-seats, and an extensive water-power. It rises in the Franconia group of the White Mountains, near Mount Washington, and is said to be "the wildest and most impetuous river in New Hampshire," being called the "Wild Ammonoosuck." It abounds in rapids and cascades, and is a stream of surpassing beauty. It is crossed by the White Mountain Railroad several times, once before reaching Bath.

LISBON.

Lisbon, Grafton Co., N. H.

178 m. fr. Boston. Fr. Littleton 10

A manufacturing village on both

sides of the Lower Ammonoosuck. It has manufactories of starch, pearl-ashes, etc.

NORTH LISBON STATION.

Lisbon, Grafton Co., N. H.

183 m. fr. Boston. Fr. Littleton, 5.

A small station half-way between Lisbon and Littleton.

LITTLETON.

Littleton, Grafton Co., N. H.

188 m. fr. Boston.

HOTEL—Thayer's Hotel.

This township extends many miles along the Connecticut, which forms its northern boundary, and here has a considerable descent, known as the "Fifteen Mile Falls," affording an extensive water-power.

The village is on the right bank of the Ammonoosuck, which is here crossed by a covered bridge. On the

main street are many pleasant houses, and prosperous-looking stores. The large building on the hill is a newly-erected school-house, containing all the modern improvements which are in use in our best schools, *Thayer's Hotel* is a well-managed and convenient house. Well furnished rooms, a good table, and ready attendance, make it a universal favorite with the traveling public. Mr. Thayer makes it his specialty to furnish good teams and careful drivers to parties going into the mountains. Or, if desired,

teams may be hired for several days at reasonable charges. Littleton is the best point from which to reach the *Mount Washington Railway*. Littleton has a population of about 2,500, and manufactories of scythes, iron castings, starch, leather, etc. Here travelers for the mountains stop, taking a stage 11 miles to the Profile House, and 22 miles to the Crawford House, from which points the prominent objects of interest may be visited at convenience.

THE FRANCONIA HILLS.

THE FRANCONIA group of hills are deemed by many, equally interesting with the White Mountains themselves, though wanting in the grandeur of the mountain ascents. Near the *Franconia Notch* are many scenes of marvelous beauty, which well repay the traveler for a visit. At its northern entrance is *Echo Lake*, embowered in the midst of lofty trees, with their dense foliage, and entirely inclosed by high mountains. From its centre the sound of a voice will be re-echoed repeatedly, and the report of a gun sounds like the roar of artillery. *Profile Rock*, or the "*Old Man of the Mountain*," is a wonderful counterfeit of a human face, 80 feet long from the chin to the top of the forehead, and 1,200 feet above the level of the pass. The "*Great Stone Face*" is perfectly colossal, and yet very symmetrical, every outline being sharply defined, and looking as if they had been carved by the hand of a sculptor. The best position for viewing this strange apparition is about a quarter of a mile south of the Profile House, on the road through the Notch. At the base of this mountain is Profile Lake, of beautiful transparent water, abounding with trout, and forming a glittering mirror "under the ever-watchful eye of the stern old man." Five miles further south is the *Basin*, where the Pemigewassett has worn deep and curious cavities in the solid rock. It is 45 feet in diameter and nearly circular, from which the water falls in dashing cascades. One mile below this is the *Flume*, the most celebrated of all Franconia wonders, a narrow gorge in the rocks about 20 feet in width, and from 70 to 120 feet in height, through which flows a small tributary of the Pemigewassett, where the waters tumble and gurgle in their restless race downward. Below this is a cas-

cade 616 feet in length, which is an object of great interest, especially after a copious rain. *Mount La Fayette* is the monarch of the Franconia kingdom, being only 700 feet inferior in altitude to Mount Washington, and is ascended from the Flume House. Other points of interest without number will present themselves to every tourist. A hasty glance will not suffice to do justice to the marvelous workmanship of the Infinite Designer, who has here so lavishly displayed the beauty, grandeur, and magnificence of His creative power. Two or three weeks are necessary to ramble among these wondrous "Granite Hills," and return satisfied with the visit.

THE WHITE MOUNTAINS.

THE name *White Mountains* is properly given to a group of lofty peaks, occupying a central position within the limits of Coos and Grafton Counties, New Hampshire. They cover an area of about 40 square miles, and, with one exception, exhibit the most elevated land east of the Mississippi—Mount Washington the highest—being 6,285 feet above the sea level. Their sublimity and grandeur, with all the wonderful variety and beauty of their scenery, have given to this region the cognomen of the “Switzerland of America,” attracting more tourists than any other natural object in the United States, excepting only Niagara Falls. Beginning at the Notch, the principal elevations are Mount Webster, 4,000 feet above the sea level; Jackson, 4,100; Clinton, 4,200; Pleasant, 4,800; Franklin, 4,900; Monroe, 5,300; Washington, 6,285; Clay, 5,400; Adams, 5,800; Jefferson, 5,710; and Madison, 5,361. Their Indian name was Agiocochook, or “Mountain of the Snowy Forehead, and Home of the Great Spirit,” their gorges and summits often containing large patches of snow late into July.

THE NOTCH.

The route of travelers, whether from Littleton on the west, or from Conway to the south, passes through the Great Notch, one of the most interesting features of White Mountain scenery. Here the mountains close in upon one another, leaving this magnificent chasm as if purposely to afford a means of access. At its entrance its width is but 22 feet, between two perpendicular masses of rock, the one 20 and the other 12 feet in height. It was discovered in 1771 by two hunters, and the following year Colonel Whipple, of Portsmouth, went through it as the first settler. In 1803, it became an incorporated turnpike of the State.

It is some three miles in length, through which flows the "Infant Saco," gradually widening as it proceeds, and receiving other streams from the mountain sides. Wild and abrupt cliffs and rocky ramparts extend the whole distance, towering in some places to the height of 2,000 feet. The Crawford House, at its northern extremity, and the Notch House, at its southern, are favorable points from which to visit it and its vicinity.

MOUNT WASHINGTON

Is ascended from different directions, upon its east and west sides. The journey from the Crawford House is 9 miles, and is made upon the backs of Canadian ponies, occupying an entire day, winding over rough and steep ridges, and along the verge of vast ravines several hundred feet in depth. The path is exceedingly narrow and rugged, and the last mile of the ascent is over piles of rocks of every variety of size and shape, hurled together in the greatest confusion; yet, though somewhat difficult, it is not considered dangerous, ladies as well as gentlemen daily making the trip. Upon the summit are the Tip-Top and Summit Houses, where meals and lodging may be obtained at as reasonable rates as the difficulty of transportation will allow. The view from this lofty elevation is unequalled by any on the eastern side of the North American Continent, of which a description can give but a faint conception. "Around you in every direction are confused masses of mountains, bearing the appearance of a sea of molten lava suddenly cooled while its ponderous waves were yet in commotion." In the southeast a faint glimmering of the Atlantic is seen, 65 miles distant, "laving the shores of Maine." Numerous lakes, from the Winnipiseogee to small mountain ponds, are scattered here and there. In the northeast is Mount Katahdin, the loftiest peak in Maine; in the western horizon are the Green Mountains of Vermont, and to the south and southwest are Mount Monadnock and Kearsarge, while the intermediate spaces are filled with every variety of landscape, mountains, hills, rivers, plains, and forests, blending to form a scene awe-inspiring and sublime.

THE MOUNT WASHINGTON RAILWAY.

THE idea of building a railway up Mount Washington is several years old, but no fixed plans were formed until 1866, when an experimental section of 100 feet was laid. The results of this experiment were so satisfactory, that a joint-stock company was formed and the work seriously begun. Most of the stock is owned by the *Boston, Concord, and Montreal*, and the *Connecticut and Passumpsic Rivers Railways*, also by *Cheney & Co. Express*. The cost of construction has been about \$100,000. Peculiar difficulties have attended the building of this road, for not only was the steep and rocky mountain-side to be overcome, but the workmen were constantly driven from their labor by fierce storms which swept down upon them when least expected. At best, not more than six months in a year could be counted on in which work would be possible, and during many days of each month it was sure to be interrupted to a greater or less extent.

The peculiarity of the railway is that it ascends 3,596 feet in a distance of about three miles. The grade is in some places $13\frac{1}{2}$ inches to the yard, or more than one foot in three. The track is laid on a strong trestle-work of heavy timber, braced and bolted in the most substantial manner, and resting on the rocky foundations of the mountain itself. This trestle-work varies from a foot to 20 feet in height, according to the form of the mountain-side. Wrought-iron rails are bolted to heavy timbers, at about the same distance apart as those of ordinary railways. Midway between these, strongly clamped and bolted to the sleepers or cross-ties, is a third rail of peculiar construction. Imagine a narrow ladder of wrought iron, with its rounds about 4 inches apart, placed between the rails of an ordinary railway,

and you have a good idea of this middle rail. The manner in which motion is imparted to the train is as follows: Under the engine and over the middle rail is a driving-wheel, with cogs so arranged as to fit between what we have termed the rounds of this ladder. This wheel being set in motion, of course passes along the ladder, inserting its cogs between the successive rounds, and thus climbing, so to speak, along the track.

An iron clamp is so arranged as to hold the engine firmly on the track, even if its own weight were not amply sufficient for that purpose. The engine is in other respects adapted to the special duties required of it, and is built in the strongest and most durable manner. The car has seats for 40 or 50 persons. The seats are hung so that they adjust themselves to the varying steepness of the grade. Powerful self-acting brakes are attached both to the engine and car, so that an accident to one will not affect the other.

We have no hesitation in saying that, considering the rate of speed at which the trains are run, a traveler is as safe in making this ascent as he is when traveling on an ordinary express train.

Three trips are made up the mountain, and back, daily.

Littleton, or the new railroad terminus beyond, is the most convenient place from which to reach the *Mt. Washington Railway*. At Concord, the traveler has the choice of two routes to *Wells' River*, whence the *White Mountain Railway* takes him to Littleton. He may take either the *Boston, Concord, and Montreal Railway* direct to *Wells' River*, or the *Northern New Hampshire Railway* to White River Junction, and thence by the *Connecticut and Passumpsic Rivers Railway* to *Wells' River*. The time is the same by both routes, and both are made without change of cars. The most attractive scenery is that *via* the *Boston, Concord, and Montreal Railway*, although the other route affords mountain and lake scenery of great beauty. From Littleton to the foot of the *Mt. Washington Railway* is 25 miles, which distance is traversed by stage or private team. The ride is one of unsurpassed beauty. The loftiest of the White

Mountain peaks are almost constantly in sight ; the "*Wild Ammonoosuck*" is at the roadside ; all around are tangled mountain woods, moss-covered rocks, gray precipices, and the countless objects of interest characteristic of this wonderful region.

THE NORTHERN (N.H.) RAILWAY.

Concord, N. H., to White River Junction, Vt., 69 miles.

THIS railway was commenced in 1846, and finished to White River Junction in 1848. It lies wholly within the limits of the "Granite State," and follows a somewhat tortuous western course throughout its entire length. Considerable engineering difficulties were naturally encountered in passing through the New Hampshire mountains, the road rising nearly 800 feet within the first 40 miles. The scenery is exceedingly beautiful and varied. For the first 20 miles the road follows the right bank of the Merrimack, or overlooks its green meadows, then, leaving at once the river and its level fields, the country rapidly becomes wild and rugged; foaming mountain streams are crossed and recrossed, and dark granite rocks rise precipitously on both sides of the track until the summit is passed and the eastern slope of the Connecticut is reached.

The *Northern Railway* connects at Concord with the *Boston, Concord, and Montreal Railroad* (see page 25), with the *Concord Railway* (see page 20), and with the *Concord, Claremont, and Contoocook Railway*. At Franklin the branch to Bristol diverges, and at White River Junction connections are made with the *Connecticut and Passumpsic Rivers Railway* (see page 53), the *Connecticut River Railway*, and the *Vermont Central Railway* (see page 65).

FISHERVILLE.*Concord, Merrimack Co., N. H.***80 m. fr. Boston. Fr. Montr'l, 248**

This is a small village almost in the suburbs of Concord, and situated at the confluence of the Merrimack and Contoocook Rivers. The latter of these streams furnishes excellent water-power, and cotton and woolen mills are located near its mouth. Just after leaving the station the railroad crosses a bridge, then runs for a few rods on an island before crossing a second bridge to the mainland. This is *Dustin's Island*, once a favorite camping place of Indians. A party of ten of them, in the early history of the State, captured Mrs. Dustin of Haverhill, Mass., with a nurse who was in her employ. On their way to the North the party stopped on this island for the night, when Mrs. Dustin and her nurse succeeded in killing every one of their captors, after which daring feat they took a canoe and returned down the river to their homes. An act requiring more nerve and coolness has seldom been accomplished.

BOSCAWEN.*Boscawen, Merrimack Co., N. H.***83 m. fr. Boston. Fr. Montr'l, 245**

The town contains about 2,500 inhabitants, and lies along the west bank of the broad Merrimack. The meadows bordering the river for several miles are remarkable for their beauty and for the graceful groups of elms which dot their surface in every direction. The town contains cotton and woolen factories, saw and grist mills, machine shops, and several stores.

NORTH BOSCAWEN.*Boscawen, Merrimack Co., N. H.***87 m. fr. Boston. Fr. Montr'l, 241**

The village of North Boscawen lies around the station. The principal occupation of the inhabitants is farming and its kindred pursuits.

WEBSTER PLACE.*Franklin, Merrimack Co., N. H.***90 m. fr. Boston. Fr. Montr'l, 238**

This station, small and unimportant in a commercial point of view, is interesting as having been the home of the great statesman *Daniel Webster*. The large white house north of the railway is the Webster house. Additions and alterations have from time to time been made in the building, but the original house may be recognized by its huge chimney and the row of columns which decorate its front. To this quiet retreat Webster loved to retire during his few and short vacations, to rest from those arduous labors which eventually caused his death. The house in which he was born is not far distant in the town of Salisbury, which was at the time of his birth included in Franklin, so that both towns count him among their sons. The railroad continues to skirt the beautiful Merrimack meadows until we reach the village of

FRANKLIN.*Merrimack Co., N. H.***92 m. fr. Boston. Fr. Montr'l, 236**

HOTELS—*Webster House, Franklin Hotel.*

This thriving village is beautifully situated at the point where the *Pemi-*

gewasset and the *Winnipiseogee* enter to form the *Merrimack*. The village is somewhat scattered, but is rendered very picturesque and beautiful by the wooded hills which surround it, and by the swift and foaming streams which tumble through its valleys and drive the wheels of its mills and machine shops. The track of the Northern N. H. R. R. is elevated on a hill side, so that the traveler can look down into the principal street of the busy little place.

Large quantities of flannel, hosiery, and paper are annually manufactured here, several mills being engaged in

the business. Aiken's machine shops are widely known by their knitting machinery and their patent awls, which latter comprise in one handle awls of many sizes, and various small tools.

The *Bristol Branch* Railway diverges from the main line here, and runs to Bristol, 13 miles distant, greatly increasing the business of the town.

The older inhabitants of Franklin have no end of stories to tell about their famous townsman, Daniel Webster, who loved to visit in this vicinity and fish in its streams and ponds.

For continuation of Northern (N.H.) R. R., see page 47.

THE BRISTOL BRANCH RAILROAD.

Franklin to Bristol, 13 miles.

THIS railroad was incorporated in 1846, and finished in 1848. It was intended to accommodate the business of the enterprising town at its northern terminus, and it has fully realized the expectations of its projectors, the manufacturing resources of the country having been largely developed since its completion.

BRISTOL.

Bristol, Grafton Co., N. H.

105 m. fr. Boston. Fr. Mont'l, 249

*Stages connecting with trains to
New Hampton and Hebron.*

The face of the country in this town is broken into rough hills, affording, however, some fertile intervals and fair farms. The Pemigewasset River runs through the eastern parts of the town, and Smith's River through the southern part. Newfound River, the outlet of Newfound Lake, runs directly through the village, and fur-

nishes ample water-power having a natural reservoir in the lake from which it runs. At Bristol are extensive manufactories.

A rich bed of plumbago exists two or three miles from the village. Two miles below Bristol, at the mouth of Smith's River, is another thriving village with factories and mills. The whole vicinity is beautiful with hills and valleys, brooks and rivers, lakes and falls, and possesses many attractions for summer tourists to linger a few days amidst its varied and wild scenery.

EAST ANDOVER.

Andover, Merrimack Co., N. H.

98 m. fr. Boston. Fr. Mont'l, 230

Leaving Franklin we soon emerge from the hills and come in sight of a fine sheet of water on the easterly side of the track. This is *Chance Pond*, or, as it has in later years been called, *Webster's Pond*.

For nearly two miles the car windows command a view of this beauti-

ful lake, and a little beyond it we reach East Andover, a small village whose inhabitants are chiefly engaged in farming.

ANDOVER.

Andover, Merrimack Co., N. H.

102 m. fr. Boston. Fr. Mont'l, 226

*Stages daily to New London,
Springfield, and Croydon.*

As we approach this station the

regular and broken summit of Ragged Mountain may be seen on the right, and we occasionally catch sight of the winding banks of *Blackwater River*. The village of Andover is on the shore of *Eagle Pond*, a lake about 4 miles long, and of a charmingly irregular shape. Beyond it, and reflected in its waters, are the dark heights of Ragged Mountain, to avoid which the railroad makes a wide detour. There is some manufacturing carried on in this town, but farming and stock raising are the principal occupations of the inhabitants. The population of the town is about 1,300.

POTTER PLACE.

Andover, Merrimack Co., N. H.
104 m. fr. Boston. Fr. Mont'l, 224

This place derives its name from one Potter, a somewhat famous necromancer and juggler.

Visitors to *Mount Kearsarge* leave the cars at this station. The hotel is only 4 miles distant, and stages run regularly in connection with passenger trains during the season for pleasure travel. From this point to White River Junction, the scenery along the line of the railroad becomes wild and hilly.

MOUNT KEARSARGE.

The name of Kearsarge has been known all over the civilized world since the famous naval engagement off Cherbourg, June 19th, 1864, which ended in the destruction of the Confederate cruiser *Alabama* by the *Kearsarge*. With excellent taste the proprietor of the hotel at the mountain has done his part to commemorate the victory by naming his house after the brave commander, *Com. Winslow*.

The mountain may be seen from the cars a few miles to the west of the

track. It is distinguished by grandly sloping sides and a bald rocky summit. Being isolated in its position, and higher than any mountain in the vicinity, a very wide and beautiful view may be obtained from its top, including the ranges of the White and Green Mountains, and a vast extent of diversified and interesting country. *The Winslow House* has recently been refitted, and affords every comfort for its guests.

WEST ANDOVER.

Andover, Merrimack Co., N. H.
106 m. fr. Boston. Fr. Mont'l, 222

A small village surrounded by rugged hills. There are ponds and streams in the vicinity, which afford good fishing.

SOUTH DANBURY.

Danbury, Grafton Co., N. H.
109 m. fr. Boston. Fr. Mont'l, 219

The village with its neat church is near the station. *Smith's River* runs through the valley near-by.

DANBURY.

Danbury, Grafton Co., N. H.
112 m. fr. Boston. Fr. Mont'l, 216

The town is sparsely settled, containing about 1,000 inhabitants. Danbury village is near the station. Horses, cattle, and sheep are raised to a considerable extent in the township.

GRAFTON.

Grafton, Grafton Co., N. H.
117 m. fr. Boston. Fr. Mont'r'l, 211

The village is a short distance north of the railroad. Some good land is found in the intervals along the streams, but the whole town is

hilly and wild. Mica is an article of commerce, being found in large quantities in portions of the hills.

GRAFTON CENTRE.

Grafton, Grafton Co., N. H.

118 m. fr. Boston. Fr. Montr'l, 210

At this station we are in the midst of rugged and precipitous hills, which prevent an extended view in any direction.

Passing Tewksbury Pond on the left, the source of Smith's River, we soon reach Orange Summit, at which point the track is 778 feet higher than at Concord, 44 miles distant. We here pass through a deep rock cutting, and, commencing our descent toward the Connecticut, soon strike the head waters of the *Mascomy River*.

CANAAN.

Canaan, Grafton Co., N. H.

125 m. fr. Boston. Fr. Montr'l, 208

This town was settled from Canaan, Conn. It contains 1,800 inhabitants, and has some good farms. The business of tanning is carried on here, and on Smith's River are several saw and grist mills. In the vicinity of the village is a pond known as Heart Pond, which is surrounded by a curious bank like the *levées* of our Southern rivers. This gives the pond the appearance of being set on a hill. The bank is said to have been formed by the drifting of ice in the spring.

Leaving the station we cross and recross the *Mascomy River*, which now winds through level meadows, and now dashes through rocky chasms, affording a constant source of interest. This mountain range does not reach so great an elevation as does that portion lying west of the Connec-

ticut River. It is, however, full of wild and beautiful scenery, and, at most of the villages, excellent accommodations can be found by summer visitors.

WEST CANAAN.

Canaan, Grafton Co., N. H.

129 m. fr. Boston. Fr. Montr'l, 199

Wooded hills surround the few houses which compose this village. Along the river are green meadows, which are fertile and productive, through which the *Mascomy River* flows with a slow and noiseless current, very different from the turbulent rapids into which it is broken a little below.

ENFIELD.

Enfield, Grafton Co., N. H.

133 m. fr. Boston. Fr. Montr'l, 195

Before reaching the village of Enfield we pass several mill-ponds near the track, most of which are used by lumber mills. The last one on the right belongs to the *Shaker Mills*, where are made the famous Shaker flannels. Enfield has several families of Shakers within its limits, and all are in a prosperous condition. They are engaged in agricultural pursuits, raising large quantities of choice garden seeds. They manufacture woodenware, brooms, and other useful articles of merchandise. The community was formerly under the charge of *Caleb Dyer*, who was for a long time prominent among the leaders of his sect.

Leaving the village we come out upon the shore of *Enfield Pond*.

This splendid pond is several miles long, and the track is laid close to its bank most of the way to Lebanon.

Those who are fortunate enough to view this pond at the hour of sunset will witness a scene of great beauty.

EAST LEBANON.

Lebanon, Grafton Co., N. H.

135 m. fr. Boston. Fr. Montr'l, 193

The village is near the outlet of Enfield pond; is possessed of a fine water-power, which is not used to any large extent.

LEBANON.

Lebanon, Grafton Co., N. H.

139 m. fr. Boston, Fr. Montr'l 189
Stages daily to Meriden.

Many of the towns in this neighborhood were settled from Conn., and their founders named their new homes after the old. Such was the case with Lebanon, which is now a thriving manufacturing town of 2,500 inhabitants. The Mascomy River furnishes excellent water-power, and there are in the place flouring mills, furniture and scythe factories, iron and brass founderies, machine shops, and a manufactory of elastic sponge.

The Rev. *Isaiah Potter* was the first pastor in this town, and was installed in 1772. He seems to have been the original "muscular Christian" of this vicinity. He was a chaplain in the Revolutionary army, and it is related of him that once, seeing two men trying in vain to mount a small cannon on its carriage, he pushed them aside, quietly lifted the gun to its place, and then walked coolly away, leaving the men astonished at the parson's strength. It is also said that he could mow for half a day without stopping to whet his scythe, cutting the grass by mere muscular force.

WEST LEBANON.

Lebanon, Grafton Co., N. H.

142 m. fr. Boston. Fr. Montr'l, 186

This village is on the left or east bank of the Connecticut, opposite White River Junction. It contains the *Tilden Seminary for Young Ladies*, an institution widely known, and having an excellent reputation. The buildings may be seen on the hill above the track.

The railroad crosses the Connecticut to the west bank on a bridge from which fine views may be obtained up and down stream. It is interesting to observe how the brown water of the Connecticut, and the perfectly clear water of White River retain their peculiarities even while passing under the railroad bridge, which is several hundred yards below the confluence of the two streams. The line between the two is near the last pier at the west end of the bridge.

WHITE RIVER JUNCTION.

Hartford, Chittenden Co., Vt.

143 m. fr. Boston. Fr. Montr'l, 185

HOTEL—*Junction House.*

This station is important in being at the junction of three large and prosperous railways, namely, *The Northern N. H.*, *The Vermont Central*, and *The Connecticut and Passumpsic Rivers Railways*. All trains stop at this station long enough to enable the passengers to partake of refreshments in the restaurant which is connected with the station, or at the large hotel near-by.

CONNECTICUT AND PASSUMPSIC RIVERS RAILWAY.

White River Junction to Derby, 110 miles.

THIS road was chartered November, 1835, with an authorized capital of \$2,000,000, and power to increase the same to \$3,000,000. In 1843, the charter was revived, the company was organized January 15th, 1846, and the work was commenced in the fall of 1846. In October, 1848, the road was opened from White River Junction to Bradford, 28 miles; in November of the same year to Wells' River, 40 miles; in November, 1850, to St. Johnsbury, 21 miles; in October, 1858, to Barton; and in 1866, to Derby, on the Canada line, where it connects with the Stanstead, Stafford, and Chambly Railroad, in Canada, now in process of construction, and running from St. John's to Waterloo. At Wells' River Junction the White Mountains Railroad diverges to Littleton and Lancaster, N. H., and the Boston, Concord, and Montreal Railway to Concord, N. H., connecting at Weirs, by the steamer *Lady of the Lake*, with all parts of the beautiful Lake Winnipiscogee.

From Newport a steamer runs daily on Lake Memphremagog in connection with the train, during the season of pleasure travel, for Magog, Lower Canada, from whence stages run to Sherbrook, connecting with the trains of the Grand Trunk Railway.

For White River Junction, see page 50.

NORWICH AND HANOVER.

Norwich, Windsor Co., Vt.

148 m. fr. Boston.

Fr. North Derby, 106

Soon after leaving the junction the White River is crossed near its mouth, and our course is through the rich and beautiful Valley of the Connecticut. The scenery now presented is charming.

NORWICH village is about three-fourths of a mile from the station, surrounded by high hills and romantic scenery. It contains manufactories of boots and shoes, leather, and cabinet ware, and is the seat of the Norwich University, founded in 1834, the main building of which was burned in 1866. Efforts are being made to rebuild it and endow it more liberally.

HANOVER is directly opposite, in New Hampshire. A bridge connects it with Norwich, and is the only free bridge across the Connecticut. It has a fine situation on an elevated plain, 180 feet above the level of the river. In the centre is a square of about 12 acres, around which stand the principal dwellings and the buildings of *Dartmouth College*. This institution was founded in 1769, and received its name from William, Earl of Dartmouth. Here some of America's greatest scholars and statesmen received their early education, among whom are the names of Webster, Choate, Woodbury, and Chase, the present Chief-Justice of the United States. Connected with it is a flourishing medical school. The village contains several churches and stores, and has some manufactories of hardware, paper, and furniture.

POMPANOOSUC.

Norwich, Windsor Co., Vt.

154 m. fr. Boston.

Fr. North Derby, 100

Formerly called Ompompanoosuc, the "Indian name given to a little stream that you cross before reaching the station, and signifying the place where onions are found." Large quantities of copperas ore are sent from this station to Philadelphia and England, from which sulphuric acid is manufactured. North of the station are fine views of Moose Hillock and Bald Mountain.

THETFORD AND LYME.

Thetford, Orange Co., Vt.

159 m. fr. Boston.

Fr. North Derby, 95

The village of THETFORD is about a mile west of the station. It contains several churches, an academy, and manufactories of woolens, furniture, and carriages. LYME, on the east side of the river, in New Hampshire, is accommodated by the same depot.

NORTH THETFORD.

Thetford, Orange Co., Vt.

161 m. fr. Boston.

Fr. North Derby, 93

The Corinth Copper Company, working mines at Vershire and Corinth, send large quantities of copper ore from this station to Portsmouth, New Hampshire, and thence to Baltimore by water, where it is smelted.

FAIRLEE AND ORFORD.*Fairlee, Orange Co., Vt.***166 m. fr. Boston.***Fr. North Derby, 88*

Here a stream from a small lake, a few miles west, enters the Connecticut. Beyond the station a massive ledge of rocks, rising several hundred feet, will be noticed on the left. ORFORD is opposite Fairlee, and connected with it by a bridge across the Connecticut. It contains a young ladies' seminary, seen a short distance east of the river.

BRADFORD.*Bradford, Orange Co., Vt.***173 m. fr. Boston.***Fr. North Derby, 81*

Here passengers for *Topsham, Corinth, Orange, Washington*, and *Piermont* leave the train, taking stage lines. This is the second town in importance on the route from White River Junction to Newport. It contains 2 newspaper offices, an academy, and has manufactories of iron castings, machinery, woolen goods, starch, etc., driven by the water-power of the White River. Here was manufactured in 1812, the first artificial globe made in the United States. North of Bradford you come in sight of the village of Haverhill, situated on a hill overlooking the valley; and to the east, Moose Hillock, Sugar-Loaf, and Black Mountains come in view.

SOUTH-NEWBURY.*Newbury, Orange Co., Vt.***177 m. fr. Boston.***Fr. North Derby, 77*

A post village in the southern part

of Newbury. Here are some fine farms and interesting scenery.

NEWBURY.*Newbury, Orange Co., Vt.***180 m. fr. Boston.***Fr. North Derby, 74*

Is an old town, and one of the most attractive in the Upper Connecticut Valley. The village is on the left of the railroad, upon a terrace nearly 100 feet above the meadows, and contains several churches, a Methodist academy, and several manufactories of leather, boots and shoes, paper, starch, etc. It is much frequented for its celebrated Sulphur Springs, and the grand and beautiful scenery it commands, which resembles that from Mount Holyoke in Massachusetts in its extent and variety. Mount Pulaske, in the rear of the town, is easy of access. Franconia Mountains are seen in the distance to the north-east, and on a clear day the Notch, through which tourists pass to the White Mountains. The Great Ox Bow is north of the village, where the river makes a sharp turn out of a direct course to the east, and then by another, equally abrupt, to the west, pursues its way southward, bounded by magnificent meadows. There are two hotels at Newbury, and the traveler may profitably spend a little time in visiting its attractions.

WELLS' RIVER.*Newbury, Orange Co., Vt.***184 m. fr. Boston.***Fr. North Derby, 70*

HOTELS—*Wells' River House, Union House.*

At the mouth of the Wells' River, is

a pleasant village of considerable activity, containing a bank and various manufactories, for which the Wells' River affords a good water-power. It is the junction of the Boston, Concord, and Montreal Railroad with the Connecticut and Passumpsic Rivers Railroad.

RYEGATE.

Ryegate, Caledonia Co., Vt.

188 m. fr. Boston.

Fr. North Derby, 66

Soon after leaving Wells' River, the blue summits of the White Mountains are hidden by intervening hills, and we reach Ryegate, a town of about 1,000 inhabitants. A seat on the east side of the car will enable the traveler to enjoy a series of the most charming river views imaginable. The first of these is seen soon after leaving the station. A natural dam, formed by a ledge of gray rocks, sets back the waters of the Connecticut, making a lake-like stretch of river, to which the hills on the opposite side slope abruptly. The falls at the foot of this natural mill-pond are Dodge's Falls. The water-power is used to drive a saw-mill, and large quantities of lumber are here prepared for market.

McINDOE'S FALLS.

Barnet, Caledonia Co., Vt.

192 m. fr. Boston.

Fr. North Derby, 62

Just south of this station we pass the falls from which it is named. The fall affords water-power for two saw-mills, and a large business is done here. A short distance beyond the station, the railroad emerges from

a cutting, and another lovely river view opens. Close at hand is a picturesque, rock-bound cove, across whose entrance is stretched a boom, within which large quantities of logs may often be seen awaiting their turn to furnish food for the mills below. A few miles further on, we pass *Beard's Falls*, similar in character to those we have just seen, and, before long, leave the valley of the Connecticut, which may be seen opening through the hills to the eastward. Opposite to the railroad, at this point and below, several large islands will be noticed. They are said to be twenty-one in number. One of them, "*Gold Island*," was vainly searched, some years since, for treasure supposed to have been buried by Indians. The treasure still remains concealed. Above these islands is the foot of "*Fifteen Mile Falls*." The foam-flecked water is, however, the only evidence of falls to be seen from the cars. The mouth of the Passumpsic River may now be seen east of the railway. At this point we enter a more rugged and mountainous region than that through which the road has thus far passed.

BARNET.

Barnet, Caledonia Co., Vt.

195 m. fr. Boston.

Fr. North Derby, 59

Stage daily to Peacham.

This village is at the mouth of Stevens' River, which we cross just before reaching the station. This stream is named after the persons to whom the original town charter was granted. They were sons of the gallant Phineas

Stevens, who, in 1747, defended the fort at Charlestown, N. H., against an overwhelming force of French and Indians. Barnet contains a large woolen mill, owned by a Connecticut company.

MCLEARN'S.

Barnet, Caledonia Co., Vt.

198 m. fr. Boston.

Fr. North Derby, 56

The Passumpsic at this station breaks through a rugged gorge. Black, slaty rocks overhang the tortuous channel, through which the white waters boil and foam unceasingly. A saw-mill is just at the station, which is surrounded by a small village. Passing across narrow, fertile meadows, and crossing some small streams, we soon reach

PASSUMPSIC.

Passumpsic, Caledonia Co., Vt.

202 m. fr. Boston.

Fr. North Derby, 52

Just below this station are beautiful falls, whose rocky sides, between which the river dashes, have been doubly utilized, forming abutments, alike for a bridge and a mill-dam.

ST. JOHNSBURY.

St. Johnsbury, Caledonia Co., Vt.

205 m. fr. Boston.

Fr. North Derby, 49

HOTELS—*Passumpsic House, St.*

Johnsbury House.

Stages run from this place to Danville, Walden, Hardwick, Cabot, Montpelier, West Concord, Lunenburg, Guildhall, Lancaster, and Littleton.

This beautiful town is the seat of

justice for Caledonia Co., and is situated near the junction of Sleeper's River with the Passumpsic. The village is scattered over several hills and valleys. The principal street, and most important buildings, being upon a level space known as the "Plain." The town at present contains about 3,500 inhabitants, and is the most important place in this part of the State. The Court-House is a large and handsome structure of brick, standing in a shaded square, which occupies the summit of a slight eminence.

Directly in front of the Court-House stands the recently erected *Soldiers' Monument*. It consists of a massive pedestal of Vermont marble, on the sides of which are carved the names of 81 men from St. Johnsbury, who lost their lives in the army during the late war. This pedestal is surmounted by a statue of America, by Larkin G. Meade, the well-known sculptor.

Not far distant is a new library building, erected by the liberality of private individuals.

All through the village, and particularly in the southern part of it, are comfortable and elegant houses, surrounded by tasteful gardens and pleasure grounds. Conspicuous among these are the dwellings of the Messrs. Fairbanks, of the great scale company, to which St. Johnsbury owes much of its wealth, prosperity, and beauty. The scale factory is situated on Sleeper's River. The invention, which gave a start to this great business, was made by Mr. Thaddeus Fairbanks, in 1829, and was soon after patented. Now Fairbanks' scales are known and used all over the world. Some idea of the magnitude of the business may be

formed from the fact that, during one week at the time of the writer's stay at St. Johnsbury, 400 of the large hay-scales were shipped. This does not include the large numbers of other kinds of scales.

Besides the scale factory, St. Johnsbury contains file-works, founderies, and factories for the manufacture of sashes, blinds, and furniture.

A good view of the village and vicinity may be obtained from the summit of Reservoir Hill. This view is not extensive, owing to the hilly nature of the surrounding country, but it is beautiful enough to repay the traveler for making the ascent. St. Johnsbury possesses excellent schools, and several churches. The land in the neighborhood is fertile and productive, not only in the intervalles or meadows, but on the hillsides.

ST. JOHNSBURY CENTRE.

St. Johnsbury, Caledonia Co., Vt.
207 m. fr. Boston.

Fr. North Derby, 47

This is a small village, built principally along the left bank of the Passumpsic River, on the right bank of which is the railroad. It is surrounded by fine farms, those on the hills being especially good, and most of the population is engaged in agriculture and stock raising. About two miles beyond the station, a white wooden house may be seen on the right of the track, in front of which stands a large elm tree. This tree was planted by Mr. Elkanah Cobb, a soldier of the Revolution and of the war of 1812. When returning from the battle of Plattsburg, Mr. Cobb cut a sapling, and on reaching home set it out in his door-yard. The sapling took

root, and grew into the noble tree which now overshadows the old soldier's former home, and serves as a memento of the early days of the Republic.

LYNDON.

Caledonia Co., Vt.

213 m. fr. Boston.

Fr. North Derby, 41

Stages daily to Wheelock, Sheffield, and Island Pond. Connect with mail train.

This town was surveyed before any of its neighbors, and was laid out in a square. Its soil is fertile, and very productive. There are three villages, through or near all of which the railroad passes. The first, or southernmost, is *Lyndon Corners*, that further west is *Lyndon Centre*, and that at the station is *Lyndonville*. At this latter village are the general offices and repair shops of the *Connecticut and Passumpsic Rivers Railway*. The offices and shops were originally at St. Johnsbury, but were burned in 1866, after which the present commodious and elegant buildings were erected.

In the southern part of the town are the Great Falls in the Passumpsic, 65 feet in height; and a mile above them Little Falls, 18 feet in height. Both of these may be partially seen from the car-windows. A fine view of *Burke Mountain*, 3,500 feet high, may be obtained from the hill near the station.

FOLSOMS.

Burke, Caledonia Co., Vt.

215 m. fr. Boston.

Fr. North Derby, 39

A small village, with but few in-

habitants near the railroad, the bulk of the population being scattered over the neighboring country.

Before reaching West Burke, as you pass from Folsoms, a fine view of Burke Mountain opens to the right and rear.

WEST BURKE.

Burke, Caledonia Co., Vt.

221 m. fr. Boston.

Fr. North Derby, 33

Stages leave West Burke daily to *Lake Willoughby*, on the arrival of trains. This charming lake has a beauty which is peculiar to itself. It lies between two high, steep, and rocky mountains, which rise abruptly from the water. The lake is so deep that no trustworthy measurement has, as yet, been made. Trout abound in its waters, and the scenery from almost any part of its surface is enchanting beyond description. The *Willoughby Lake House* has accommodations for about 100 guests, every individual of whom may consider himself favored if he is able to secure a room for a few days.

So peculiar is the charm of this lake and valley between the Willoughby Mountains, that we doubt if any one ever turned his back upon it to return to the every-day world, without a feeling of regret almost amounting to home-sickness.

SOUTH BARTON.

Barton, Orleans Co., Vt.

229 m. fr. Boston.

Fr. North Derby, 25

This station is called the Summit, being near the dividing ridge between

the Connecticut and the St. Lawrence. At this station a superb view opens of the Jay Peak range, and of the mountains around Lake Memphremagog. Jay Peak may be known by its very sharp summit, which is 4,000 feet high. The broad valley, with its lakes and woods, bounded by towering hills and mountains, forms a picture which is well worthy of the traveler's admiration.

South Barton is in the centre of a productive lumber region. At this station is a chair factory.

BARTON.

Barton, Orleans Co., Vt.

234 m. fr. Boston.

Fr. North Derby, 20

Stages daily to Montpelier, Hardwick, Glover, and Craftsbury.

The town was named after General Wm. Barton, of Rhode Island, to whom it was granted in 1781. The village is just at the lower end of Crystal Lake, whose surplus waters are used for various mills.

Some of the older inhabitants of Barton were eye-witnesses of the disaster at Long Pond, in 1810. At that time there were two ponds, about 7 miles southwest of Barton, one of which discharged its waters through the Lamoille River into Lake Champlain, and the other through Barton River into Lake "Magog." The inhabitants wished to have a greater supply of water in Barton River during the summer months, and, accordingly, turned out *en masse* to dig a channel from Long to Mud Pond, which latter was the source of Barton River. The result was most unexpected and fearful, for as soon as the

work was completed, the waters of Long Pond, with astonishing rapidity, washed out a deeper channel, and, hardly giving the spectators time to escape, the whole pond emptied itself into Mud Pond, which was at once filled to overflowing, and the combined floods rushed on down the valley, destroying property and houses to a great amount; but, fortunately, not finding any human victims until the deeper and broader waters of Lake "Magog" received the freshet. The stage-road from Barton to Montpelier passes through the bed of what is now known as "Runaway Pond."

BARTON LANDING.

Barton, Orleans Co., Vt.

239 m. fr. Boston.

Fr. North Derby, 15

Stages to Irasburg.

This place is said to derive its name from having been, in former years, the landing place for smugglers, when running goods over from Canada, the river being navigable for small boats to this point. Beyond this station, the railroad passes for some distance through woods, and then comes out on the upper end of Lake Memphremagog, which is here hardly more than a stream of quiet water.

COVENTRY.

Coventry, Orleans Co., Vt.

244 m. fr. Boston.

Fr. North Derby, 10

The original settlers of this town came from Coventry, Conn. The principal streams are the Barton and Black Rivers, which run northward into Lake Memphremagog, and fur-

nish water-power for saw and grist-mills, sash and blind factories, and starch works.

Black River has falls near its mouth.

NEWPORT.

Newport, Orleans Co., Vt.

249 m. fr. Boston.

Fr. North Derby, 5

HOTEL—Memphremagog House.

Stages daily to North and South Troy. Tri-weekly to Charleston.

Newport is beautifully situated on a gently sloping hillside, near the southern end of Lake Memphremagog, and at one of the pleasantest parts of the whole lake. The "Memphremagog House," kept by Mr. L. Buck, is by the side of the track, and, in fact, contains the station. It is an excellent hotel, and its piazzas command an unsurpassed view of the lake and mountains. Here is the best place for the traveler to make his headquarters while in the vicinity of the lake, as all the places of interest can readily be reached either by land or water, while the accommodations afforded are the best to be found in the neighborhood.

Newport was, for several years, the terminus of the Connecticut and Passumpsic Rivers Railway, which made it the market-town of all the region round about.

The visitor should ascend Prospect Hill, which is only a few minutes' walk from the hotel. From thence he will obtain an excellent general idea of the lake and its surroundings. Pickerel Point and Newport lie close at hand in the view, and the lake stretches beyond, bordered on its

west side by a noble range of hills, while on the east side the country is dotted with farm-houses, and alternate fields and woods, as far as the eye can reach, until the horizon is broken by the distant blue line of Mount Orford, and the Canadian hills. On a large bulletin-board, in the office of the hotel, is a list of the interesting localities to be visited, with their distances from the Memphremagog House. Among these are Jay Peak, Owl's Head, Bear Mountain, Black River Falls, and various islands and places of interest along the lake shore.

The facilities for sailing and fishing on the lake are unsurpassed, and the new iron steamer, "The Lady of the Lake," commanded by Captain Fogg, makes regular trips to Magog, at the northern extremity of the lake.

NORTH DERBY.

North Derby, Orleans Co., Vt.

254 m. fr. Boston.

Stages connecting with St. Lawrence steamers, and with trains of Grand Trunk Railway.

This village is on the Canada line, and will, probably, grow in importance and prosperity on the completion of the *Massawippi Valley Railway* (now under contract). The village is in the midst of a rich and productive farming region, admirably adapted for the raising of stock of all kinds. This railway is to connect with the Grand Trunk Railway at Lennoxville, making a through line to Quebec, shorter than any at present in operation.

LAKE MEMPHREMAGOG.

LAKE MEMPHREMAGOG, or "Magog," as it is called by the neighboring inhabitants, has been a popular place of resort for many years and was well known even before the railway was built. Increased facilities of travel and excellent hotel accommodations have combined to render the lake a very attractive place of sojourn for tourists and pleasure-seekers.

The lake is 30 miles long and averages about 2 miles in width. It extends in a curve following the mountain range from *Coventry, Vt.*, to *Magog, Canada*. About one-third of the lake is in Vermont.

The iron steamer "*Lady of the Lake*," Capt. Fogg, makes daily trips down the lake and back, leaving Newport at 7.15 A.M., and returning in time for supper. As almost every one who remains a few days at Newport desires to take this excursion, we will indicate some of the principal points of interest as seen from the steamer, so that they can be recognized by the stranger. As the boat leaves her wharf at Newport and heads down the lake, the nearest prominent hill on the left is *Bear Mountain*. Beyond and over is the ragged summit of *Owl's Head*. The point on the right is *Indian Point*; the two coves on the left are *Adams Bay* and *Potton Bay*. On passing Indian Point, two islands will be seen ahead. These are known as *The Twin Sisters*; between them may be seen the village of *Stanstead*, in Canada; the large island further down the lake is *Province Island*; it contains about 100 acres of excellent land, and is cultivated as a farm by its owner, a Bostonian, whose house may be seen on the island. Near this island, and crossing one end of it, is the *Canada Line*. An iron post, visible from the steamer, marks the boundary, and a clearing which extends up the mountain, shows its direction. The small wooded island near the eastern

shore of the lake, is *Tea Table Island*; the village on the shore to the northward, is *Cedarville*. Near the mouth of *Fitch's Bay*, which extends inland in an easterly direction, is an island which contains a quarry of excellent oil-stone.

Owl's Head is now the most prominent object in sight, rising precipitously to a height of 3,000 feet, on the west side of the lake. The *Mountain House*, a first-class hotel, stands near its foot, and close by is a little wharf, at which the steamer makes regular landings. Persons wishing to ascend the mountain or to enjoy the best fishing on the lake, will do well to stop a few days at this retired and charming spot. The mountain is ascended on foot, the path winding through wild and beautiful forest scenery, and the view from the summit is well worth the labor of the ascent. On the 24th of June, the Freemasons of Stanstead hold an annual "lodge," in one of the ravines near the top of the mountain. Their mystic symbols are painted on a rock to mark the place.

The Liliputian island, across the lake from Owl's Head, is *Minnow Island*; further to the north and east is *Skinner's Island*, which contains a deep cave, formerly used as a hiding-place by one Uriah Skinner, a famous smuggler. The cave, after serving the bold smuggler during his life, was his resting-place in death, and some years after his mysterious disappearance, his bones were found by a casual fisherman, whitening in the depths of the cave. Beyond Skinner's is a rock-bound island named *Long Island*; on its southern shore, visible from the steamer, is *Balance Rock*, a large fragment of granite, poised on an angle, in a peculiar manner, which can only be well seen by a closer inspection. Still further north is *Molson's Island*, bearing its owner's name. Along the eastern shore may be seen the summer residences of wealthy citizens of Montreal. The chief elevation on the west shore, near this point, is *Mount Elephantis*, near whose top is a beautiful little lake abounding in brook trout. The next landing is *Georgeville*, whence the boat crosses the lake to *Knowlton's Landing*, where passengers for Montreal leave the steamer and take stages to *Waterloo* (20 miles distant), the terminus of the *Stanstead, Shefford, and Chambly Railway*. The rocky promontory north of Knowlton is *Gibraltar Point*.

No other regular landing is made until we reach *Magog*, at the lower end of the lake. The scenery to the end is undiminished in beauty, and the view of *Mount Oxford*, 3,300 feet high, adds greatly to the interest of the scene.

Stages run from *Magog* to *Sherbrook*, 16 miles, thence connecting with the *Grand Trunk Railway* to *Quebec*.

The trip up the lake to *Newport* in the afternoon surpasses, if possible, the morning's voyage to *Magog*. The declining sun casts broad shadows over the lake and lights up the mountain tops with its last rays, touching them with such delicate tints of purple and gold as are only seen at the "magic hour of sunset."

The boat usually reaches *Newport* in time for supper, and if desired, the evening train may be taken to *White River Junction*.

CONNECTIONS.

At *Wiers*, with steamboat "*Lady of the Lake*," for *Centre Harbor* and *Wolfboro'*, on arrival of each train.

At *Plymouth*, with stages for *Franconia Notch*.

At *Wells' River* connects with the "Connecticut and Passumpsic Rivers Railroad," for *Newport* and *Lake Memphremagog*.

VERMONT CENTRAL, AND VERMONT AND CANADA RAILWAY.

White River Junction, Vt., to Montreal, 184 miles.

THIS railway has for many years formed the most important channel of travel and commerce between New England and Canada. It was opened to Montpelier, the capital of Vermont, in 1849, and was completed to Burlington, the chief city of the State in 1850. In 1852 the connection through to Montreal *via* Rouse's Point was made, and in 1862 the present route *via* St. John's was finished, making the most easy and direct communication between the capital of New England and that of Canada. The whole country between White River Junction and Richmond, a distance of 80 miles, is such as delights the heart of a railway engineer, affording as it does the most formidable obstacles to stimulate the exercise of ingenuity and skill. No one who has the least appreciation of nature can fail to find this trip a most interesting one. Immediately after leaving the junction, the track approaches the bank of White River, and only leaves it at short intervals until the stream is reduced to a mountain brook. The remarkable purity and sparkling properties of the White River water must be seen to be appreciated, and the endless variety of its falls, rapids, shallows, and pools are a source of never-failing interest. The mountains, too, constantly claim our admiration. The road passes across the Vermont chain of the Green Mountains, which gradually rise from the moderate hills along the Connecticut valley, to such bald-headed patriarchs as *Mansfield* and *Camel's Hump*, reaching 4,000 feet and more into the air, and overlooking everything between Mount Washington in New Hampshire, and Tahawus among the Adirondacks. The geo-

logical formation is calcareous or limestone, containing valuable beds of slate, and in the higher hills and on the Champlain slope of the mountains showing marble of greater or less value. The chief marble quarries of Vermont lie to the southward and westward of this road.

After passing the mountains the road follows the *Winooski River* nearly to its mouth, and thence northward along the east shore of Lake Champlain through a generally level country, to Rouse's Point or Montreal, according to the destination of the traveler.

CONNECTIONS.

At *White River Junction* the *Vermont Central Railway* connects with the *Northern Railway of New Hampshire*; the *Connecticut River* line of railways, to Springfield, Hartford, New Haven, New York, etc.; the *Connecticut and Passumpsic Rivers Railway* (see page 51), to the White Mountains, *via* Littleton and to Lake Memphremagog.

WHITE RIVER VILLAGE.*Hartford, Windsor Co., Vt.,***146 m. fr. Boston. Fr. Montr'l, 182**

Immediately after leaving the junction the railroad track follows the right bank of White River, which stream, with its constant succession of falls, rapids, and placid reaches, is close by the side of the track, most of the time, for 50 miles. White River Village is on the left bank of the stream in the midst of a fine farming district, and possessed of valuable water-power.

WOODSTOCK STATION.*Hartford, Windsor Co., Vt.***147 m. fr. Boston. Fr. Montr'l, 181***Stages to Woodstock and Bridge-water.*

Near this station we cross to the left bank of White River. The traveler will notice from the bridge the beautiful purity of the water below. Although its depth is considerable, the pebbles on the bottom can be distinctly seen. It is said that the stream derived its name from the great number of white pebbles which cover its bed, and this led the Indians to call it "Kaskadnac" which has been anglicised as White River. Woodstock is 10 miles south-west from the station, but is soon to be reached by a branch railway. It is the shire town of Windsor Co., beautifully located in the valley of the Otta Queechee, and contains the usual county buildings. This town is the birthplace of quite a number of distinguished men, among whom may be mentioned *Hon. Jacob Collamer*, who was Postmaster-General under President Taylor, and who served for many years with great honor as U. S. Senator from Vermont, his native

State; *Hon. Geo. P. Marsh*, formerly U. S. Minister to the Sublime Porte; and *Hiram Powers*, the distinguished sculptor, whose boyhood and youth were passed here. The old Powers house still stands, and is the oldest in the township.

WEST HARTFORD.*Hartford, Windsor Co., Vt.***152 m. fr. Boston. Fr. Montr'l, 176**

This is a small village near the station. It contains some manufacturing establishments, and in the vicinity are woolen and plaster mills.

The scenery becomes more and more interesting as we advance. The track shortly crosses a brook, which breaks into a charming fall to be seen on the right, and soon after we again cross White River on a bridge from which a beautiful view may be obtained. A valley of oblong shape opens to the southward, surrounded by picturesque sharp-crested hills, dotted with farms, and through the midst flow the transparent waters of the river, now breaking into foam over gray limestone ledges, and now running swiftly over a smooth pebbly bed where every stone glitters in the sunshine that dances on the surface of the stream.

SHARON.*Sharon, Windsor Co., Vt.***157 m. fr. Boston. Fr. Montr'l, 171**

The village is on the opposite bank of the river. It is the centre of a farming region, but has also excellent water-power which is improved to some extent. The surface of the town is broken and hilly. Joseph Smith, the founder of the Mormon sect, was

born here, of which fact the townspeople do not seem to be especially proud. The town was plundered by Indians in 1780, on the same day with the Royalton massacre. Near this place another valley, similar to that below Sharon, opens along the stream. Many brooks "join the brimming river" in this section, and the valleys through which they run may be seen winding among the green hills on either side of the railway. The hills soon close in on this scene of beauty, but, passing through a narrow cut, we soon emerge into a third valley differing from the other two in its details, but like them in its loveliness. Green meadows spread out on both sides of the river, reaching to the bases of the hills which stand as sentinels around this quiet nook. The train rushes past only too quickly and soon brings us to

SOUTH ROYALTON.

Royalton, Windsor Co., Vt.

162 m. fr. Boston. Fr. Montr'l, 166

HOTEL—South Royalton House.

This neat and attractive village stands on the side of the valley just mentioned. A public square is near the station, on which front the hotel, church, school-house, etc. Leaving the station we cross the river on a bridge 600 feet long, and again follow its right bank.

ROYALTON.

Royalton, Windsor Co., Vt.

164 m. fr. Boston. Fr. Montr'l, 164

Stages daily to E. Bethel, E. Randolph, and E. Brookfield.

The village of Royalton is pleasantly situated on the river bank, sur-

rounded by fertile fields and green sloping hills, where luxuriant crops attest the productive nature of the soil. The town was settled in 1770, and ten years later was laid in ashes by a war party of Indians. The surprise was complete and no resistance seems to have been made to the hostile savages, who murdered many of the inhabitants, carried others into captivity, and for the time broke up the settlement.

BETHEL.

Bethel, Windsor Co., Vt.

169 m. fr. Boston. Fr. Montr'l, 159

Stages daily to Barnard, Woodstock, Stockbridge, and Rochester.

This village is in a narrow valley, encircled by high and steep hills. It is a busy place, containing good water-power and various factories. Leaving the station the railroad soon crosses the river, which has now diminished considerably in size since we first made its acquaintance, but still preserves the wonderful clearness which was at first noticed. Soon after crossing a brook two or three miles from Bethel a curious hill may be observed rising abruptly from a level meadow on the right of the track. It looks as if the soil surrounding it had been poured in a liquid state into the valley, so sharply do the sides of the hill rise from the level turf.

RANDOLPH.

Randolph, Orange Co., Vt.

176 m. fr. Boston. Fr. Montr'l, 152

Stages for Randolph Centre, Brookfield, and Chelsea Cottage Hotel.

The stranger is surprised, on nearing this village, at the evidences of pros-

perity and industry which are everywhere visible. The main street, which crosses the railroad at the station, is lined with stores, and signs of activity and traffic are manifest on all sides. The surface of the country in the vicinity of Randolph is elevated, but less broken than much of the surrounding territory. At Randolph Centre, three miles north of the station, is the *Orange County Grammar School*, established in 1806.

Soon after leaving the station with its long and heavy freight trains on their way east, we come in sight of the higher summits of the Green Mountains. The hillsides become more rugged, and rocks showing a vertical stratification lift their frowning precipices over the green fields at their base.

BRAINTREE.

Braintree, Orange Co., Vt.

182 m. fr. Boston. Fr. Mont^l, 146

A few houses, with a row of brick charcoal pits, compose this village, which is surrounded by rough wild-looking mountains, contrasting strongly with the swelling hills and cultivated valleys through which we have been passing. There are, however, some meadows along the river which afford fair farming lands.

ROXBURY.

Roxbury, Washington Co., Vt.

191 m. fr. Boston. Fr. Mont^l, 137

The factory on the left is for the manufacture of watches. A quarry of verd-antique marble exists near this station which, it is said, cannot be distinguished from the true verd-antique from Oriental mines.

The railroad here crosses the summit pass of the Green Mountains, at an elevation of 1,000 feet above the sea, and, leaving the head-waters of White River, which for nearly 50 miles has been such lively and fascinating company, strikes the source of *Dog River*, a tributary of Lake Champlain.

A little west of the station we cross a long bridge 70 feet above the stream which flows beneath it, and begin our descent towards Lake Champlain.

NORTHFIELD.

Northfield, Washington Co., Vt.

198 m. fr. Boston. Fr. Mont^l, 130

HOTEL—*Northfield House.*

Two ranges of bold hills, one on each side of Dog River, render the surface of Northfield very uneven. In the narrow valley between these hills is the village. Near the station are the old railway machine shops. New ones have recently been built at St. Albans, and at present the Northfield shops are used in making repairs. Several slate quarries will be noticed on the hillsides near the track, and the geologist will see much to interest him in the rock cuttings through which the train passes. Many different colored slates may be seen, some of them quite light. Much of the colored slate so extensively used in roofing is quarried in this vicinity. Before reaching the station a large brick building with a mansard roof may be seen on the hill to the right. This is the *Vermont Military Institute*, a popular and largely patronized school for boys, where an excellent and salutary military discipline is exercised over the scholars, who are like-

wise thoroughly trained in the usual branches of high-school education.

MONTPELIER JUNCTION.

Montpelier, Washington Co., Vt.

208 m. fr. Boston. Fr. Mont^{pel}, 120

At this station, which has hardly any houses in its immediate neighborhood, a branch railroad diverges to

MONTPELIER.

Montpelier, Washington Co., Vt.

209½ m. fr. Boston. Fr. Montr^{pel}, 121½.

Stages to Calais, Hardwick, Greensborough, Glover, Barton, Plainfield, Marshfield, Cabot, Danville, Barre, Orange, and Chelsea.

HOTEL—Pavilion.

A ride of a mile and a half through the hills brings us out into the valley of the Winooski, and to Montpelier, the capital of Vermont. The village, containing a population of about 3,500, is beautifully situated at the junction of the *Winooski River* with its north branch. It is surrounded by a hilly, but highly cultivated region, and is the active centre of a rich farming and grazing country. The town was first settled in 1787, and has been the capital of the State since 1805.

The Capitol building is of granite, and is built upon the site of the first building, which was burned in 1857. The present edifice is cruciform in its general plan, 176 feet long, and surmounted by a dome 124 feet high. In the portico, surrounded by Doric columns, stands a marble statue of *Ethan Allen*, of whose fame Vermont is so justly proud. In the State House may be seen the regimental

flags which were borne by Vermont regiments during the civil war. Most of them show signs of having been often under fire, and many bear long lists of the battles through which they were carried. The geological and historical rooms are especially interesting in specimens of the mineral wealth which is so remarkable a feature of Vermont. There is also a large and well-selected public library.

The Winooski River is here spanned by a fine stone bridge of great strength and durability.

Several newspapers are published in the town, and it contains two banks and three insurance offices.

The Winooski and its tributaries furnish abundant water-power, which is employed in driving the machinery of lumber mills, carriage factories, large flouring mills, and other smaller manufacturing establishments.

From the hills around Montpelier, beautiful views of the village and of the Winooski Valley may be obtained, and the neighboring country is intersected by roads leading on all sides through scenery as rich and varied as ever delighted the eye.

MIDDLESEX.

Middlesex, Washington Co., Vt.

212 m. fr. Boston. Fr. Montr^{pel}, 161

Stages to Moretown, Whitfield, and Warren.

Soon after leaving the junction, the railroad enters the valley of the Winooski, a few miles below Montpelier. This river has a euphonious Indian name, which, unfortunately, signifies *onions* in English; consequently the inhabitants translate musical but uncivilized "Winooski" into its Ameri-

can equivalent, and call this beautiful stream *Onion River*, against which we desire to enter our solemn protest. Before reaching Middlesex Station the river, now on the left, falls over a series of rocky ledges before plunging into *Middlesex Narrows*, a *canon* about a quarter of a mile in length and 30 feet in depth, which has been worn in the slaty rock by the action of the river. *Camel's Hump* may be seen for a moment on the left, before reaching the station. Middlesex is a small village, with fine meadows in its vicinity.

WATERBURY.

Waterbury, Washington Co., Vt.

217 m. fr. Boston. Fr. Montréal, 111

Stages to Stowe, Mt. Mansfield, Hyde Park, and Craftsbury.

HOTEL—*Waterbury Hotel.*

Waterbury is a good-sized village, pleasantly situated on a plateau, through which the railway passes. Camel's Hump looks over the intervening ridges, as we near the station, and assumes an almost human expression, having the outline of a forehead and nose. The Waterbury Hotel is near the station, and has ample accommodations for a large number of guests. Waterbury is so attractive in its situation and surroundings, that many summer tourists make it their headquarters. *Mt. Mansfield* and *Camel's Hump*, the highest of the Green Mountain peaks, are within easy riding distance, and the whole vicinity is rich with the characteristic scenery of Vermont.

MOUNT MANSFIELD

Is the principal attraction of this re-

gion, and is most conveniently reached from Stowe, 10 miles north of Waterbury. It is almost superfluous to say that the drive to Stowe is one of great beauty, through the hills and valleys of this enchanting region. Stowe is 8 miles from the summit of Mt. Mansfield, which lifts its noble outline in full view of the *Mansfield House*. This house was opened to the public in 1865, and sustains an excellent reputation. It can accommodate over 300 guests; and being the central point of a most romantic and beautiful region, is a great favorite with summer visitors. Mt. Mansfield is reached by stages, which leave the hotel as often as may be necessary, carrying their loads nearly to the summit of the mountain. The road, soon after reaching the base of the mountain, is overshadowed by trees so that no extensive view is obtained until the Half-way House, with its ice-cold spring, is reached. From this point the ascent has heretofore been made on foot or horseback; but a turnpike is under construction for the entire remainder of the distance, and expected to be completed to the Summit House for use during the summer of 1869.

The most attractive view is obtained from that portion of the mountain known as the "Nose," which is a short distance from the *Summit House*. This peak is 4,000 feet high, and the view from its top is one not easily forgotten. Description for one on the spot is futile; but it may add to the interest if a few of the more notable features are indicated, so that they can be recognized by the stranger. Northward may be seen the wide valley of the St. Lawrence, with

the waters of the river visible at intervals. A little to the west of north is Mt. Royal, with the tin roofs of Montreal glittering in the sun at its base. Almost due north is the sharp blue summit of Jay Peak, and to the right of it Owl's Head and the range of hills bordering the west shore of Lake Memphremagog. Further to the right are the Willoughby Mountains. The view to the westward is filled by the Champlain Valley, bounded by the Adirondack Mountains beyond. Lake Champlain may be seen almost from Whitehall to Rouse's Point, and forms a most beautiful item of the landscape. Southward are Killington Peak, Ascutney, and, comparatively near-by, Camel's Hump. In this direction the Green Mountain range breaks the horizon with its multitude of rounded summits. Eastward are the White Mountains, sixty miles distant. The Chin is the highest peak of the mountain, being a little less than 400 feet higher than the Nose. The view from its top is substantially the same as that from the other and most frequently visited peak. The Summit House is fitted to receive about 100 guests, and is largely patronized during the summer months.

From STOWE, which is a charming summer residence, many interesting excursions may be made to neighboring celebrities, among which are *Smugglers' Notch*, a deep, narrow, and exceedingly wild gorge near *Mt. Mansfield*, *Bingham's Falls*, *Moss Glen Falls*, and many other romantic and interesting places, all within a radius of 10 miles from the Mansfield House.

RIDLEY'S STATION.

Bolton, Chittenden Co., Vt.

222 m. fr. Boston. Fr. Montr'l, 106

This station is in a wild region, but thinly inhabited. Just before reaching the station, a wild and rocky scene opens to the northward. It is best seen while going towards Waterbury, rather than from it. This place is known as Bolton Falls. The wagon road from Waterbury to Bolton passes near-by, and furnishes a favorite drive for those who are fortunate enough to spend any time in the vicinity.

Beyond Ridley's a constant succession of river pictures may be seen on the south side of the track, while ranges of wild and picturesque rocks rear themselves on the northern side.

The tourist wishing to visit *Camel's Hump* can reach it most conveniently from this station, where teams may be procured which will take him 3 miles up the mountain, to the end of the wagon road, beyond which point the ascent is made on foot or horseback. About a mile from the summit is a house where visitors can obtain shelter and refreshment. The house is a comparatively small one, and not calculated for permanent lodgers. The view from Camel's Hump is similar to that from Mt. Mansfield. Its height is 4,083 feet.

BOLTON.

Bolton, Chittenden Co., Vt.

225 m. fr. Boston. Fr. Montr'l, 103

HOTEL—*Bolton House.*

Surrounded by high hills and towering precipices, Bolton is pretty much shut off from the rest of the world. Mount Mansfield looks over

the shoulders of intervening hills into the nook where the village nestles, with its church and white houses, and a clear brook falls into the Winooski near the station. A new road is to be cut from this station to Camel's Hump.

JONES' STATION.

Richmond, Chittenden Co., Vt.

228 m. fr. Boston. Fr. Montr'l, 100

Stages daily to Huntington, Harrisburg, and Underhill Centre.

The scenery continues to be wild and interesting to the lover of nature. As the train nears the station, a fine waterfall may be seen dashing down the rocks on the right.

The village is, like all its neighbors, surrounded by lofty hills and wild rocks, among which are numberless gems of picturesque beauty.

RICHMOND.

Richmond, Chittenden Co., Vt.

231 m. fr. Boston. Fr. Montr'l, 97

Stages to Huntington.

HOTEL—Richmond Hotel.

As the railway approaches Richmond the country becomes more open, and is evidently richer in agricultural products than the narrow though fertile valleys through which we passed among the hills. Neat farm-houses, with large and handsome outbuildings, are frequently passed, numerous cattle graze on the hillsides, and the village itself, which can be overlooked from the car windows, is manifestly a busy and thriving place. Next to St. Alban's, it sends to the

Boston market the largest quantity of butter and cheese of any town in the State. The Winooski flows near the village. The queerly-shaped polygonal wooden building, near the centre of the village, is the property of the town, and is rented for lectures, etc. It was originally built for a church. The village contains a fine modern school-house, several churches and a Masopie Hall.

The town lies just where the Winooski Valley opens into that of Lake Champlain, and combines in a most attractive manner the beauties of mountain and meadow. Leaving the station, the track crosses the Winooski on a bridge 600 feet long.

WILLISTON

Williston, Chittenden Co., Vt.

236 m. fr. Boston. Fr. Montr'l, 92

As the railway leaves the mountains, the view becomes more extended; and from the northern or right-hand side of the car the noble outlines of rounded summits can be seen, while on the opposite side the distant Adirondacks soon come in sight, beyond Lake Champlain. Williston is a farming town for the most part; but is, to some extent, engaged in manufacturing. It has a cheese factory, saw-mills, etc. Beyond the station we again cross the Winooski, and from the bridge obtain a full view of Mt. Mansfield and Camel's Hump. These two mountains are in sight, at intervals, for many miles on this portion of the railway, and the rather ill-proportioned human profile of Mt. Mansfield may be seen to the best advantage.

ESSEX JUNCTION.*Colchester, Chittenden Co., Vt.***239 m. fr. Boston. Fr. Montr'l, 89.***Stages to Jericho, Underhill, Mt. Mansfield, and Cambridge.***HOTEL**—*Function House.*

This village is situated on an arid, sandy plain, and is chiefly inhabited by employes of the railway.

The Essex Branch, to Burlington, Vt., diverges here.

Route to Montreal, continued, page 75.

ESSEX BRANCH RAILWAY.

Essex Junction to Burlington, 8 miles.

This branch follows the general course of the Winooski, crossing it several times, and affording fine views of the falls and rapids which abound in this part of the river.

WINOOSKI.*Burlington, Chittenden Co., Vt.***245 m. fr. Boston. Fr. Montr'l, 95**

Winooski Falls have some celebrity as one of the curiosities of the neighborhood, and are often visited by tourists stopping at Burlington. The village is near the falls, whose water-power serves to turn the machinery of manufactories and saw-mills.

South of Winooski, on a hill, may be seen the granite column which stands over the grave of Ethan Allen.

The tunnel, which is entered soon after leaving Winooski, is excavated in dry sand, which constantly threatened to cave in and bury the workmen engaged upon it. This difficulty was overcome by driving long stakes, side by side, into the sand, in the form of an arch. Under these an arch of masonry was built. The stakes were then driven farther in,

and the process repeated, until the tunnel was finished. Emerging from the tunnel, we find ourselves on the shore of Lake Champlain, and in the suburbs of Burlington.

BURLINGTON.*Burlington, Chittenden Co., Vt.***247 m. fr. Boston. Fr. Montr'l, 97****HOTELS**—*American Hotel, Lake House, Central Hotel.*

Burlington was incorporated as a city in 1866. It is delightfully situated on a hill which rises from the lake shore, and commands a wide view of water and landscape. The city has a population of about 10,000. It has two daily and two weekly papers; two banks, having an aggregate capital of \$700,000; cotton, flour, and rolling mills, machine-shops, and a furniture factory. Its heaviest business is in lumber, large quantities of which are

brought from Canada, and from along the lake shores, and are shipped by rail to various markets.

In the centre of the city is a large public square, containing a fountain and shade trees. Near by are the custom-house, city and county buildings, banks, and other business offices.

The *University of Vermont* stands on the crest of the hill, overlooking the city. From the dome of the chief building an extensive and very beautiful view may be obtained, including the ranges of the Adirondack and Green Mountains, while Lake Champlain, with its bays and islands, stretches north and south as far as the eye can reach. The large island in front of Burlington is *Juniper Island*. To the south of this may be seen *Rock Dander*, which is said to have excited the suspicions of the British Commodore, while cruising here during the war with England, to such an extent that he opened fire upon it. *Colonel Ethan Allen*, the gallant Vermonter, who with his Green Mountain Boys rendered such good service during the Revolution, was often in Burlington while living, and now lies in the Green Mountain Cemetery, near the city, where a granite monument has been erected by the State to perpetuate his

memory. *John G. Saxe*, the well-known author of poetry and prose, has resided in Burlington for many years. In the country surrounding the city are many romantic drives and walks; those leading along the *Winooski River* are, perhaps, the most attractive.

The traveler should be particular in distinguishing between the depot of the *Burlington and Rutland Railway* and that of the *Vermont Central*, both of which railroads meet here. Travelers are sometimes left behind, in consequence of not understanding from which depot the train starts.

The steamboat wharf is close beside the railroad station, and here the traveler takes the boat for Plattsburg, N. Y., and the *Adirondack Mountains*, crossing the lake late in the afternoon, when the surroundings of mountain and water are more beautiful than at any other time of the day. Here, also, one may take steamer up the lake for Essex, Westport, Port Henry, Crown Point, Ticonderoga, *Lake George*, and Whitehall. The trip from Burlington to the upper end of Lake George is one of the most delightful pleasure routes on the continent.

COLCHESTER.

Colchester, Chittenden Co., Vt.

244 m. fr. Boston. Fr. Montr'l, 84

The main village is half a mile west of the station, and the spire of its church may be seen over the hill in

that direction. The railway continues in sight of the Green Mountains, constantly-changing views of which are to be seen on the one hand, while on the other Lake Champlain, with its islands and the Adirondacks beyond, is frequently in sight.

MILTON.

Milton, Chittenden Co., Vt.

251 m. fr. Boston. Fr. Montr'l, 77

This prosperous village is situated on the *Lamoille River*. It has a population of about 2,000, and is engaged in the lumber business to a considerable extent. The Great Falls of the *Lamoille* are within an easy walk from the railway, and are worthy of a visit, though somewhat disfigured by the "improvements" made for the purpose of controlling the water-power. The village, with its churches and dwellings, may be seen near the station, on the left.

GEORGIA.

Georgia, Franklin Co., Vt.

255 m. fr. Boston. Fr. Montr'l, 73

Stages to Fairfax and Fletcher.

The *New Hampton Baptist Institution* is situated at this village. The railway soon crosses the *Lamoille River*, on a bridge which spans the stream at a giddy height. Curious honey-combed rocks form the sides of the stream, which is divided by an island just below the bridge.

ST. ALBAN'S.

St. Alban's, Franklin Co., Vt.

265 m. fr. Boston. Fr. Montr'l, 63

HOTEL—Welden House.

Stages to Fairfield, Bakersfield, Sheldon, Enosburg, Berkshire, Richford, and Troy.

St. Alban's, the shire town of Franklin County, is built upon a gently sloping hill overlooking Lake Champlain, two miles distant. The lower part of the town, in the vicinity of the

railway station, is level; but the land soon rises, and the principal business street, with the pleasantest part of the town, is on the hillside. Situated in the midst of an unsurpassed grazing country, St. Alban's is noted for its butter and cheese. Three hundred carloads of these two commodities are yearly shipped to the markets of Boston. Tuesday is the market day, and at that time large amounts of money are paid to the farmers by agents from Boston provision merchants. It is said that \$60,000 has been thus paid over in a single day.

St. Alban's Bay, on Lake Champlain, was, prior to the building of the railroad, the business centre of the town, but it is now of comparatively little importance.

The streets of the town are, for the most part, straight and well graded. The public square, containing four acres, is an ornamental ground, laid out with walks and planted with shade-trees. Around it are the principal buildings of the town, including 3 churches, the Court-House, the High School, and the Welden House. This hotel is a large, well-constructed building, and is fitted with every convenience to be found in any of our first-class houses. The heavy money transactions mentioned above have made the town the centre of banking business for the surrounding region, and three prosperous banks are in active operation. The money in the vaults of these institutions brought down upon the unsuspecting citizens the famous raid of October 19th, 1864. The war was then at its height, and, doubtless, on the morning of that eventful day, many a St. Albanian read in his morning paper of

doings at the front, little thinking that his balance at the bank was destined, in a few hours, to be in the pocket of a rebel, mounted on a fleet Vermont horse, and crossing the Canada line. About 3 o'clock on the day mentioned, a squad of armed men appeared in the public square. Whence they came from, no one could tell; but their plans were evidently laid with care, for parties of three or four at once entered the banks, and presented orders which were cashed at sight, without the usual identification being insisted upon by the bank officials. About \$200,000 was thus obtained. Collateral security was furnished in the persons of cashiers and treasurers, who were locked up in the vaults for safe-keeping. Meanwhile the remainder of the raiders were busy in selecting the best horses they could lay hands on, and in quarantining any citizens who happened to be passing at the time, so as to prevent resistance. All this was accomplished in a few minutes, and the rebels galloped off towards Canada with their spoils. Three citizens were wounded by the raiders, one of whom subsequently died. A party was speedily organized and on the trail of the rebels, who were pursued into Canada, and there some of them were arrested. About \$90,000 was recovered by the Canadian authorities and returned to the St. Alban's banks.

All who have visited St. Albans have heard of the magnificent view from Aldis Hill, an elevation near the town. It is, in truth, a very lovely prospect, commanding the ranges of the Adirondack and Green Mountains, and a wide stretch of Lake Champlain. At the hour of sunset,

on a calm evening, the beauty of the scene from this hill is well-nigh matchless. The general offices of the Vermont Central Railway are at St. Alban's, and the arrangements of the station and offices adjoining are well worth inspection. The passenger house is 300 feet long, and contains four tracks. Its broad platforms, convenient waiting-rooms and ticket offices, are worthy of admiration. An extensive wing—if it may so be called—adjoining the passenger house, contains the general offices. This building is most conveniently and elegantly arranged and furnished. It contains a reading-room, where all the leading periodicals and newspapers are kept for the use of officers and employes. As one walks through the spacious halls and rooms devoted to the various branches of railway business, he cannot but be impressed by the liberal policy which authorizes such complete arrangements.

MISSISQUOI SPRINGS.

Franklin Co., Vt.

HOTEL—*Missisquoi Springs.*

This group of springs is about ten miles in a northeasterly direction from St. Alban's, which, at present, is the nearest point of railroad communication. A railroad, it is expected, will be built during this year direct to the Springs. Stages run to and from the Springs on the arrival and departure of every railroad train at St. Alban's. There are thirteen of these springs, all located within the space of an acre of land, and possessed, apparently, of different mineral qualities, having distinctive tastes and colors, and, so far as tried, proving unlike in

their effect. The spring by which so many marvellous cures are reported to have been made is called "Missisquoi," and has been known in the neighborhood, for over half a century, as affording a remedy for cancer, scrofula, cutaneous affections, and the various diseases of the kidneys; even the so-called Bright's disease, it is asserted, succumbs to its curative properties. The Missisquoi Spring ranks among the foremost of the healing waters of the United States. Chemists, it is said, have found in it ingredients which no other water on this continent, yet discovered, is known to possess. Thousands throng here in the summer, to regain their health. A large first-class hotel, called the "Missisquoi Springs Hotel," has been erected on an eminence very near the Springs, and commands a fine view of the Adirondacks, Mount Mansfield, and the Green Mountains. Invalids resorting here will find what is so essential to their comfort—good fare and proper attention. A physician resides at the hotel. There are several small hotels in the immediate vicinity, where board can be obtained at reasonable prices. A vast amount of the Missisquoi Spring water is shipped daily from the springs to all parts of the United States and Europe. It requires no prophet to foretell that Missisquoi Springs is destined to be, if it is not already, one of the first watering-places in this country.

SHELDON.

Franklin Co., Vt.

HOTEL—*Central House.*

This is a small village, about three miles south of the Missisquoi Springs.

Stages run from St. Alban's to this place. There are one or two springs at or near Sheldon. They have been discovered since the Missisquoi Springs have become so celebrated; but their medicinal properties have not been sufficiently tested to enable us to speak with any degree of certainty of their merits.

EAST SWANTON.

Swanton, Franklin Co., Vt.

274 m. fr. Boston. Fr. Montr'l, 54

Soon after passing Swanton Junction where trains to Rouse's Point and Ogdensburg diverge (see page), we reach East Swanton, crossing the *Missisquoi River* before reaching the station. The village is of moderate size, and most of the inhabitants are farmers. The country is gently rolling, but rises into more decided ridges to the eastward.

HIGHGATE SPRINGS.

Highgate, Franklin Co., Vt.

278 m. fr. Boston. Fr. Montr'l, 50

HOTEL—*Franklin House.*

The country becomes more level as we advance to the northward, and the range of hills to the eastward becomes continually less distinct. The Springs at this station are within a few rods of the railway, and one is tempted to try and taste the waters while the train is waiting. The Franklin House is an excellent hotel, and the vicinity of the Springs makes it very pleasant as a summer retreat.

ST. ARMAND.

Iberville Parish, Quebec Pr., Can.

282 m. fr. Boston. Fr. Montr'l, 46.

The Canada line is crossed shortly before reaching this station.

MOORE'S.

Iberville Parish, Quebec Pr., Can.

284 m. fr. Boston. Fr. Montr'l, 44

The country has now become quite level. Jay Peak and the Memphremagog Mountains may be seen to the eastward.

STANBRIDGE.

Iberville Parish, Quebec Pr., Can.

289 m. fr. Boston. Fr. Montr'l, 39

A small village, composed for the most part of dwelling-houses of a Canadian appearance.

DES RIVIERES.

Iberville Parish, Quebec Pr., Can.

292 m. fr. Boston. Fr. Montr'l, 36

The village is situated on Pike River, a small stream affording water-power for saw-mills below the station.

ST. ALEXANDRE.

Iberville Parish, Quebec Pr., Can.

299 m. fr. Boston. Fr. Montr'l, 29

**STANSTEAD, SHEFFORD,
AND CHAMBLY JUNCTION.**

Iberville Parish, Quebec Pr., Can.

305 m. fr. Boston. Fr. Montr'l, 23.

At this station connections are made with the *Stanstead, Shefford, and Chambly Railway*, to Waterloo, 43 miles, distant 20 miles from *Lake Memphremagog*.

ST JOHN'S.

St. John's Parish, Quebec Pr., Can.

308 m. fr. Boston. Fr. Montr'l, 20

The railway crosses the *Richelieu* or

Sorel River, just before reaching this station. This stream is the outlet of Lake Champlain, and falls into the St. Lawrence 40 miles below Montreal. It is navigable for its whole length, with the exception of certain rapids, which are passed by means of canals and locks.

LACADIE AND BROSSEAU'S.

La Prairie Parish, Dominion of Canada.

316 m. fr. Boston. Fr. Montr'l, 12

These are small and unimportant villages, the inhabitants of which are chiefly farmers, who send the products of their labor to the Montreal markets. The former place is on Montreal River.

ST. LAMBERT.

St. John's Parish, Dominion of Canada.

318 m. fr. Boston. Fr. Montr'l, 2

This station is opposite Montreal, and at the eastern end of *Victoria Bridge*. The railway track under which we pass before entering the bridge is that of the *Grand Trunk Railway of Canada*. Entering the bridge, but little can be seen excepting iron plates and braces, until after a space of 6 to 10 minutes the train emerges from the western end of the bridge, and following a descending grade soon reaches the level of the streets, and in a few minutes enters the Montreal Depot. The *Victoria Bridge* is nearly two miles long. It is built on the tubular plan, and rests on two abutments and 24 piers. It cost \$6,300,000.

MONTREAL.

Province of Quebec, Canada.

328 miles from Boston.

HOTELS—*St. Lawrence Hall, Ottawa House.*

The chief city of British America stands on Montreal Island, at the head of natural navigation on the St. Lawrence River. It was founded in 1640, on the site of an Indian village called Hochelaga, which was visited by French Jesuit missionaries in 1542, nearly a hundred years before a permanent settlement was made. The French held the island until 1760, when it was captured by the British, and has been held by them ever since. The Canadian government was formerly established here, but was removed to Quebec in 1849, in consequence of a political mob which burnt the parliament houses and library. At that time Canada was under the royal government, but is now more independent and governs herself, with certain restrictions, under the title of *The Dominion of Canada*. Montreal island is thirty-two miles long and about ten miles broad. Near the city it rises into a considerable elevation known as Mount Royal. The soil of the island is good, and especially favorable to the growth of pears and apples.

The city is principally built on the level ground between Mt. Royal and the river, along which it extends nearly three miles. The population of the city is about 120,000, and is rapidly increasing. On the high ground near Mt. Royal are many elegant private residences, and a fashionable drive extends around the mountain, bordered by gardens and orna-

mental enclosures, and affording fine views in all directions. The principal buildings in Montreal are of gray limestone, which is of a delicate neutral tint, very pleasing to the eye. The great number of buildings of this material gives a more solid look to the streets than we are accustomed to in the States. Architecturally, many of the buildings are very fine, especially the new church of the Jesuits. *The Cathedral of Notre Dame* is of great size, and well worth visiting. The view from one of the towers, in which hangs "Gros Bourdon," the great bell, is very extensive and interesting. Admission may be gained to the cathedral and tower at almost all hours. At certain times interesting services are performed in the cathedral, at which the nuns of the seminary of St. Sulpice assist. The music at these services is very fine. Many other fine buildings, public and private, may be seen, especially in *Great St. James* and in *Notre Dame Streets*. The stone quays of Montreal are an object of interest to every one, and ought to excite a spirit of emulation in New York. The fur-trade of Montreal is enormous, and has for many years employed millions of capital and thousands of hands.

Those who are interested in military parades can almost always time their visits so as to witness the review of some one or more of the several royal regiments which are always in garrison here. If the tourist has not lost his boyish taste for sliding down hill, he can indulge in that pastime on a large scale by going up to Lachine, and taking the boat to descend the rapids. The trip is full of

pleasant excitement, especially pleasing to the Anglo-Saxon temperament. The *Victoria Bridge*, over the St. Lawrence, is a splendid piece of engineering skill, and should be visited. A pass to go upon the bridge may be obtained from the office of the Grand Trunk Railway.

The railroad connections of Montreal are as follows: *Montreal and Plattsburg*, *Pointe Levi (Quebec) and Montreal*, *Montreal to Port-*

land, Me., Montreal and Champlain, *Montreal and Toronto*. All these roads are branches of the *Grand Trunk Railway* of Canada. Besides the railroad connections, steamboats are constantly running to various points up and down the St. Lawrence, among which *The Thousand Isles*, *Quebec*, and *The Saguenay River* may be mentioned as especially worthy of a visit.

BOSTON TO OGDENSBURG.

(For description of the route from Boston to St. Alban's, see pp. 9 to 77).

SWANTON.

Swanton, Franklin Co., Vt.

275 m. fr. Boston.

Fr. Ogdensburg, 131

This village is near the Missisquoi River. The country is gently undulating, rising into higher elevations as it recedes from the lake. Crossing one or two minor inlets, we soon reach Missisquoi Bay, which is crossed on trestle-work. The shores of the bay are for the most part densely wooded and very level.

ALBURG SPRINGS.

Alburg, Franklin Co., Vt.

282 m. fr. Boston.

Fr. Ogdensburg, 124

Alburg Springs are on a peninsula between *Missisquoi Bay* and Lake Champlain, near the outlet of the latter.

There is a large new hotel at this place, and besides the spring there are pleasant drives, good fishing, and charming lake scenery in all directions, for Alburg is almost an island.

ALBURG.

Alburg, Franklin Co., Vt.

285 m. fr. Boston.

Fr. Ogdensburg, 121

The country here is mostly clear of woods, and is quite level to the lake shore, along which, for some distance, the track is laid.

WEST ALBURG.

Alburg, Franklin Co., Vt.

287 m. fr. Boston.

Fr. Ogdensburg, 119

A cluster of houses, a light-house, and a railway station compose the village of Alburg, which is opposite Rouse's Point. Crossing the lake on a trestle bridge a mile long, the traveler can look several miles up and down the lake. A little above the bridge is *Fort Montgomery*, a bastioned stone structure commanding the lake. It is also known as *Fort Blunder*; for, after work was commenced upon it, and the foundation was well advanced, the British Government discovered that it was within their territory, and were naturally opposed to having the work proceed. Further negotiations, however, resulted in a new adjustment of boundaries, so as to include the fort within Uncle Sam's domain, and the work was duly completed.

ROUSE'S POINT.

Champlain, Clinton Co., N. Y.

288 m. fr. Boston.

Fr. Ogdensburg, 118.

Here is the junction with the *Ogdensburg and Lake Champlain Railway*, and with the *Montreal and Champlain Railway* to St. John's, Canada.

Ogdensburg & Lake Champlain

RAILWAY,

FORMING A PART OF

THE NORTHERN ROUTE

FROM

BOSTON AND MONTREAL

TO

OGDENSBURG AND THE WEST.

Prepared expressly for *Trouton's* Route and City Guide.



THE OGDENSBURG AND LAKE CHAMPLAIN RAILWAY.

Rouse's Point to Ogdensburg, 118 miles.

FOR several years after its completion, this railway was known as the *Northern Railroad of New York*. It was built with the design of establishing a route to the west from Boston, taking advantage of the long line of water communication extending from Ogdensburg to Chicago. The establishment of through passenger and freight lines in connection with the *Vermont Central Railway*, has given the necessary impetus, and now the road is earning large profits, and promises to go on increasing alike its commercial importance and its financial prosperity.

The course of the road is generally east and west, crossing the State of New York at its northern angle, just south of the Canada line. Soon after leaving the shore of Lake Champlain it enters the valley of the Great Chazy, or Champlain River, which it follows for 20 miles, and then taking a more direct westward course, crosses the numerous streams of that region at right angles, gradually rising until near Chateaugay, the traveler is surprised to find himself overlooking the broad St. Lawrence Valley, from a considerable elevation.

The scenery along this railway, considered as a whole, is not particularly attractive; but taken in detail it shows much that is interesting. A great portion of the track is laid through the borders of the mysterious wilderness of Northern New York, in whose depths are still found all the wild creatures which roamed our forests when the country was first discovered. A notable feature of this section of country is the great number of its streams,

almost all of which are admirably adapted for manufacturing purposes. The railway is constantly crossing them, sometimes on bridges a hundred feet and more above the foaming water, which is perhaps hardly visible in the deep chasm below, and again on trestle-works over smooth and softly-flowing currents. All these streams have their source among the mountain lakes of the Adirondacks, and the transparent brown color of the water tells of miles and miles of spruce and hemlock forest, through which it has flowed. The hunting grounds may be easily reached from various points on the road, and those who do not wish to go into the wildest parts of the forest can find excellent accommodations and good hunting and fishing at almost any of the villages along the route. The stations from which the wild regions can be most easily reached are *Chateaugay* and *Malone*.

The geological system over which the railway passes is, for the most part, that of the *Potsdam Sandstone*, well known to American geologists. This formation extends across the State in a great belt, ranging from 5 to 20 miles in width, and often appearing above the surface of the earth. It is of a beautiful color, varying from brown to light yellow, and is valuable for building purposes.

Along the eastern portion of the railway, large quantities of potatoes are raised, and the starch made from them constitutes an important article of commerce. Further west, the country is well adapted to grazing purposes, and is celebrated for its butter and cheese, large quantities of which are annually shipped to New York and Boston.

The most direct route from Boston to Montreal is, of course, that by way of St. John's, but the pleasure-seeker will find himself well repaid by taking the railway to Ogdensburg and thence by steamer down the St. Lawrence to Montreal. By this means he secures one of the most charming trips to be found on the continent.

ROUSE'S POINT.

Eastern terminus of Ogdensburg and Lake Champlain Railway.

(See page 80.)

CHAMPLAIN.

Champlain, Clinton Co., N. Y.

293 m. fr. Boston.

Fr. Ogdensburg, 113

Soon after leaving Rouse's Point, the plain which borders Lake Champlain rises into ridges, which are in some places 200 feet above the lake. Champlain is on the *Great Chazy River*, which is navigable nearly to the village, and thence upwards furnishes abundant water-power, to which the village owes its prosperity. The principal manufacturing interests are in planing-mills, iron-foundries, and a carriage factory. The village has a very neat and prosperous look, and a larger number of tasteful and substantial houses line its streets than is usual in a village of its size. The soil of the town is fertile, where not absolutely unimprovable. At Rouse's Point the traveler may notice patches of limestone, which geological formation extends along the lake shore to that place; but as we advance westward this is succeeded by calciferous sand-rock, seldom showing above the surface of the ground.

PERRY'S MILLS.

Champlain, Clinton Co., N. Y.

296 m. fr. Boston.

Fr. Ogdensburg, 110

A lumber station on Chazy River.

MOOER'S JUNCTION.

Moore's, Clinton Co., N. Y.

301 m. fr. Boston.

Fr. Ogdensburg, 105

The railway at this station connects

with the *Montreal and Plattsburg Railway*, and crosses its track. The village contains a United States custom-house. The country is level, and across the wide plain the Adirondacks may be seen to the southward. Soon after leaving the station we cross the Chazy River. We are now fairly in the sandstone region, as may be frequently seen by out-croppings of that rock, and by the banks of almost every stream which the track crosses. Near the northwestern corner of the town is a curious chasm known as *The Gulf*. This remarkable depression is about 300 feet deep, and 16 rods wide. Its sides are perpendicular walls of sandstone, and at the bottom is a pond said to be 150 feet deep, whose surface is hardly ever rippled by a breeze, and whose waters feel the rays of the sun only during the summer months.

CENTREVILLE.

Moore's, Clinton Co., N. Y.

305 m. fr. Boston.

Fr. Ogdensburg, 101

The village, seen to the left of the station, has about 40 houses, standing mostly on the hillside which slopes to Chazy River. There are usually large piles of lumber, shingles, and tan-bark near the station, indicating the principal business of the inhabitants. The village has a United States custom-house.

WOOD'S FALLS.

Altona, Clinton Co., N. Y.

307 m. fr. Boston.

Fr. Ogdensburg, 99

A saw-mill on the river, and charcoal pits, are the only signs of activity at this station.

ALTONA.*Altona, Clinton Co., N. Y.***310 m. fr. Boston.***Fr. Ogdensburg, 96*

A few scattered houses and cabins are near the station. The woods are being cleared off; but not much of the land is fertile, and in the town are hundreds of acres of bare sandstone rock.

ELLENBURG.*Ellenburg, Clinton Co., N. Y.***318 m. fr. Boston.***Fr. Ogdensburg, 88*

Passing two flag-stations, viz., *Irona* and *Forest*, we reach Ellenburg, standing in a broad, shallow valley, through which runs *English River*, a tributary of the Chazy. The country here has a more fertile and cultivated look than that at the last few stations. The lumber trade, in its various forms, affords occupation to most of the inhabitants. West of the station the track passes through a rock-cutting, whose strata are so regular as to look like masonry, and the natural out-croppings of the rock in this vicinity have the same character.

BRANDY BROOK AND CLINTON MILLS

Are flag-stations. At the latter are large mills, and enormous quantities of lumber, both in logs and sawn, ready for transportation. A store and a few comfortable houses compose the settlement.

SUMMIT.*Clinton, Clinton Co., N. Y.***326 m. fr. Boston.***Fr. Ogdensburg, 80*

Nothing suggestive of a summit ap-

pears at this station, and the few houses and cabins which are in sight hardly amount to a village. A few miles west of the station, a magnificent view opens to the northward, fully justifying the name. The whole breadth of the St. Lawrence Valley lies in sight. The distant river may be seen with sails and steamers upon its bosom, and on both sides of it stretch away miles and miles of forest and meadow, making altogether a landscape such as can seldom be seen from the windows of a railway carriage.

CHATEAUGAY.*Chateaugay, Franklin Co., N. Y.***334 m. fr. Boston.***Fr. Ogdensburg, 72*

This is a compact village, overlooking the wide and beautiful St. Lawrence Valley almost from Montreal to Ogdensburg. *Chateaugay Lake*, the source of the river of the same name, is only a few miles distant, and is easily reached from this place. That portion of the northern wilds, known as the *Chateaugay Woods*, with its extensive system of lakes and rivers, is best reached from this station, where wagons for the accommodation of tourists are constantly ready during the summer months. Half a mile east of the village is a spring, the waters of which contain bubbles of nitrogen gas, and which is remarkable for its eccentric habits, flowing sometimes for two years with sufficient volume to turn a mill, and then remaining entirely dry for an uncertain length of time. The chief object of interest near the village is a chasm 200 feet deep in the rock through which the Chateaugay falls. The

water has worn the sandstone into countless fantastic shapes, some of which can be seen as the railway crosses the river, just beyond the station. The lower end of the chasm may be seen from the car windows on the left. In crossing the stream, the track is 160 feet above the water. The town was sacked by the British in 1814. In 1856, it was visited by a destructive tornado.

BURKE.

Burke, Franklin County, N. Y.

338 m. fr. Boston.

Fr. Ogdensburg, 68

A small village, with saw-mills and a few houses. The stream, which is crossed a little beyond the station, is *East Trout River*, and a few miles further on its sister stream, *West Trout River*, will be seen. We begin to draw near to a range of hills on the left.

MALONE.

Malone, Franklin County, N. Y.

346 m. fr. Boston.

Fr. Ogdensburg, 60

Stages to Constable, Westville, Fort Covington, and Saranac Lakes, daily.

To Au Sable Forks, weekly.

Malone is the county town of Franklin, and is the most important station on the railway. It is situated on *Salmon River*. The station house is a handsome structure of brick, sufficiently large to accommodate the railway business of this region for some years to come. The main street of Malone is broad, and lined with handsome stores and pub-

lic buildings. The old station and machine-shops are built of the sandstone found in this region. They may be seen from the cars. This stone is very delicate in color, and is said to be perfectly good for ordinary building purposes. The Saranac Lakes and hunting-grounds may be easily reached from Malone; stages running regularly to the limit of good wagon-roads, during the summer months. An incorporated company supplies the village with spring water from sources in the range of hills to the southward. Franklin Academy is a large and well-conducted school, situated in a central location, for the accommodation of the inhabitants.

A large new hotel has been recently built near the station. It offers excellent accommodations for a large number of guests.

Soon after leaving the station the track crosses a very deep and narrow gorge, through which, far below, may be seen the waters of Salmon River, foaming in their narrow channel.

BANGOR.

Bangor, Franklin Co., N. Y.

352 m. fr. Boston.

Fr. Ogdensburg, 54

This is a flag-station, at which is scarcely any collection of houses.

The village of Bangor is about a mile south of the station, in the midst of a rich dairy country.

Bangor is nearly on the level of the St. Lawrence plain, the railroad having descended all the time since leaving Summit. The country is more highly cultivated, and manifestly more productive than that along the eastern half of the railway.

BRUSH'S MILLS.*Moira, Franklin Co., N. Y.***358 m. fr. Boston.***Fr. Ogdensburg, 48*

An important wooding station on *Little Salmon River*, with large mills and mill-ponds. The country is well adapted for the culture of potatoes, and there are quite extensive factories of starch in the vicinity.

MOIRA.*Moira, Franklin Co., N. Y.***360 m. fr. Boston.***Fr. Ogdensburg, 46*

The population of this vicinity, being mostly agricultural, is much scattered, and but few houses stand near the station. The stream near the station is *Lawrence Brook*. It furnishes a small water-power. The soil of the town is fertile and productive.

LAWRENCE.*Lawrence, St. Lawrence Co., N. Y.***367 m. fr. Boston.***Fr. Ogdensburg, 39*

The railway crosses *Deer River*, a tributary of the *St. Regis*, near the station. The village of Lawrence is on a broad street, at right angles to the track. The country is level, and the soil a fertile sandy loam. The geological formation is calciferous sand-rock; but the rock rarely appears on the surface, and is visible only along the streams.

BRASHER FALLS. (Formerly Stockholm.)*Stockholm, St. Lawrence Co., N. Y.***372 m. fr. Boston.***Fr. Ogdensburg, 34***HOTEL—Dunton's Hotel.**

The main village is a mile below the

railway station, in the township of Brasher, on the *St. Regis River*, which we cross here. Falls just below the station furnish water-power for several saw-mills, which prepare a large quantity of lumber for market, cutting it into boards and shingles.

Extensive beds of bog-iron ore exist in the immediate vicinity. Destructive fires in the woods swept over this region in 1849 and '57, consuming nearly all the buildings in their course. This is the nearest station to

MASSENA SPRINGS.

and stages run daily from *Dunton's Hotel*, connecting with the railway trains, and going direct to the Springs, 5 miles distant. The Springs are sulphurous in their character, and possess valuable medicinal properties.

At the Springs is a neat and lively little village, and a good hotel—*The United States*—kept by Messrs. Crocker & Co. There are several separate springs, of which the *St. Regis* is the chief. They differ but slightly in the chemical constituents of their waters.

A peculiarity of the river below the falls is, that no bridge can be securely built over it, owing to the rapid rise of water, which often takes place in the winter, when the *St. Lawrence* is likely at any time to become choked temporarily with ice. The river has been known to rise 15 feet in as many minutes, and, perhaps, fall again just as suddenly.

United States barracks were erected at Massena during the war of 1812, and were, for a time, occupied by troops. After the withdrawal of the troops, the barracks were burned by a raiding party of Canadians.

POTSDAM JUNCTION.

Potsdam, St. Lawrence Co., N. Y.
383 m. fr. Boston.

Fr. Ogdensburg, 23

HOTEL—*Whitney Hotel.*

Passing *Knapp's*, a flag-station, we soon reach the junction with the *Potsdam Branch* of the *Rome, Watertown and Ogdensburg Railway* to *Rome, N. Y.*

The village at the junction bears the name of *Raquettsville*. It has a good hotel, and considerable lumbering business is carried on here.

The village of POTSDAM is about 4 miles south of this station, and is connected with it by the above-named railroad. It is a large and thriving village, situated on the *Raquette River*, which has its various sources in the heart of the woods. Lumbering is one of the principal branches of industry at Potsdam, and the *Raquette River* drives the wheels of numerous mills and factories. The neighboring country is largely devoted to dairy farming, and annually sends quantities of butter and cheese to the markets of New York and Boston.

Soon after leaving the junction, we cross the *Raquette River* at a point about 5 miles below Potsdam.

MADRID.

Madrid, St. Lawrence Co., N. Y.
390 m. fr. Boston.

Fr. Ogdensburg, 16

Stages to Massena Springs.

HOTEL—*Frontier House.*

Grass River, a considerable stream, is crossed just east of this station. The village is incorporated under the name of "*Columbia*," but is, perhaps, better known as Madrid, which is the name of the station and town-

ship. A large quantity of Canadian freight is yearly shipped at this station. The principal articles are barley, oats, cattle, and horses. Madrid is a well-known butter-making town, and the inhabitants pride themselves on their choice butter, and the price which it commands in the city markets.

LISBON.

Lisbon, St. Lawrence Co., N. Y.
397 m. fr. Boston.

Fr. Ogdensburg, 9

A small village along a gentle swell of land. The country has a light and productive soil. Just before entering Ogdensburg, the traveler will notice a long and deep earth-cutting, through which the railway passes, and which is sodded from top to bottom, a pleasing contrast to the glaring sand usual in such places in this country.

OGDENSBURG.

Oswegatchie, St. Lawrence Co.

406 miles from Boston.

HOTELS—*Scymour House, Johnson House, American House, Baldwin House.*

Situated on the *St. Lawrence River*, whose waters give easy communication with the great lakes, and at the termini of two railways, namely, the *Ogdensburg and Lake Champlain*, and the *Rome, Watertown, and Ogdensburg Railways*, this town has rapidly grown to a size corresponding with the commercial importance of its position. Its present population is about 12,000. It is laid out with straight and wide streets, on a hill-side and plateau just at the mouth of the *Oswegatchie River*, which drives the machinery of several factories, large dams having been built for the

purpose. Ogdensburg is a United States port of entry and delivery. A new custom-house and post-office has just been built of Ohio sandstone, at a cost of about \$200,000. It lacks, however, a feature of interest which the old custom-house possessed, to wit, the corner-stone of the old French Mission House, which was built into the wall over the entrance, as a relic of the past. Among the several churches, may be mentioned the First Presbyterian, a handsome structure of stone. Along the east bank of the Oswegatchie are the finest private residences in the city, many of them surrounded by handsome gardens and ornamental grounds. The city is supplied with water by a corporate company. The main street is a busy thoroughfare, lined with handsome stores, and evidently doing a large amount of business. There are two banking establishments in prosperous operation, and three newspapers are published daily.

From the wharf of the passenger station, may be seen on the opposite side of the St. Lawrence, the stone windmill where the last scene of the Mackenzie Rebellion of 1838 was enacted. There a little band of brave, though mistaken "patriots," held out for nearly a week against several times their number of royal troops and militia. Such was the sympathy with the besieged, that the American shore was lined with spectators, who cheered any success of the "patriots," and who were only prevented from joining in the fight by a British gunboat in the river. Ogdensburg was one of the points selected for a base of operations during the (so-called) Fenian

invasion of Canada, in 1866. Fortunately for the invaders, the Government stopped them in time to save their lives.

The offices and freight accommodations of the *Ogdensburg and Lake Champlain Railway* are worthy of examination. Nearly a mile of wharfage stretches along the water front, back of which are warehouses, cattle and lumber yards, and passenger houses. At the eastern end is a grain elevator, which is one of the finest in the country, and renders the transshipment of grain very swift and easy. A steam ferry connects with the *Grand Trunk Railway of Canada*, and the *Ottawa and Prescott Railway*, connecting through the former with all points west. Steamers of the *Canadian Navigation Company* leave on the arrival of trains, and make close connections on arriving from the lakes. The railway also here connects with the *Northern Transportation Company's* line of steam propellers, more than 20 in number, taking freight and passengers to and from all the principal ports of Lakes Ontario, Erie, Huron, and Michigan. Ogdensburg is also the northern terminus of the *Rome, Watertown, and Ogdensburg Railway*, which connects at Rome with the *New York Central Railway*. Other steamboat communications are afforded by boats up and down the St. Lawrence and Ottawa Rivers, to the *Thousand Isles*, and other points of interest and resort.

The passage by steamer down the river, through the rapids, to Montreal, is unequalled in the world for excitement and interest, and will well repay the tourist the detour from St. Albans to make the descent.

LAKE CHAMPLAIN.

OUR first introduction to this beautiful sheet of water, in approaching from the southward, is near Ferrisburg, Vt., where for the first time we fairly look across it, and see the noble range of the Adirondacks from base to summit. From this point to Burlington, where we take the boat, a seat on the left, or west side of the car, will enable the traveller to catch frequent and charming glimpses of lake and mountain.

Lake Champlain was discovered in 1609—the same year that Hendrick Hudson, with his sturdy crew, anchored the “Half-Moon” in New York Harbor. Samuel Champlain, with two white followers, under the guidance of a party of Indians, was the discoverer, and the lake is a lasting memorial of his enterprise, even as the Hudson River preserves the name and fame of Hendrick, its explorer. It is curious that the extreme north and south points of the Empire State were discovered in the same year, and still preserve in their vicinity marked traces of the French and Dutch, who were their first settlers.

The first account that we have of Lake Champlain is the history of the warlike expedition on which Champlain went, with his Indian guides, against the Iroquois; and from that time until the close of the last war with England the lake was often the scene of conflicts between Indians, or French, or English, or Americans, or all four together. The most important battle was that of Plattsburg, which took place on September 11, 1814. The American and British fleets were engaged in a fierce fight on the lake, while their respective armies were at the same time in action on shore, close at hand. This double combat ended in the total defeat of the British, and was one of the most hotly-contested battles of the war. A

more particular account of this engagement may be found under the sketch of Plattsburg (page 41).

Plattsburg is but one of the many places on the lake which are of great historic interest. During the "Old French War," while France still held possession of the Canadas, the English maintained garrisons along the shores, and flotillas on the water. These two great European Powers brought their ancient feuds across the Atlantic with them, and were constantly seeking one another's destruction. The horrors of this desultory warfare were increased by the barbarities perpetrated by the Indian allies of both parties. Crown Point and Ticonderoga, near the outlet of Lake George, are both famous—the latter as the site of the old fort, which was captured, with its British garrison, by Ethan Allen and his brave Green Mountain Boys.

Valcour Island, a few miles south of Plattsburg, is near the scene of Arnold's disastrous engagement with the British, in 1776. That gallant officer then stood high in public estimation, and on this occasion fully sustained his reputation for skill and bravery, in covering the retreat of his flotilla. The battles of Bennington and Hubbardston, and the line of Burgoyne's march, were all on or near the shores of Lake Champlain, and add a never-dying interest to the magnificent scenery which surrounds it.

Lake Champlain is 150 miles long, and varies in width from a few hundred yards to thirteen miles. Its waters are clear, deep and cold, and it is well stocked with fish of various kinds, affording excellent sport for the angler. In the spring and fall thousands of wild ducks make this their feeding ground, and the wild lands west of the lake abound with all kinds of game.

For purposes of commerce the lake is of great consequence. Its depth is, in some places, 300 feet, so that

vessels of heavy burden can navigate its waters. Large quantities of lumber are annually delivered at its ports, Burlington, Vt., being the principal market.

Lake George is connected with Lake Champlain both geographically and historically, being joined to it by a narrow outlet, not navigable on account of its rapids, and having been the scene of many battles, sieges, and massacres, during the wars of early times.

The most memorable of these is the fearful massacre at *Fort William Henry*, where a hotel of the same name now stands. The fort was occupied by an English garrison, under command of Col. Monroe, which for several days bravely resisted the attack of a greatly superior force of French and Indians, but was finally obliged to surrender. The terms of capitulation were, that the garrison should be permitted to march out with the honors of war, taking with them certain specified stores. An escort was to be furnished them to Fort Edward. As soon as they were fairly out of the fort the Indians, regardless of the terms of surrender, fell upon them, and an indiscriminate massacre ensued, the French taking no steps to prevent it. It is estimated that 1,500 persons were thus murdered.

The battle of Lake George took place near the head of the lake in 1755. The contending parties were French and English, under Baron Dieskau and Sir William Johnson. The French were defeated, and their commander was among the killed. Lake George is justly celebrated for its beautiful scenery, its transparent waters, and fine fish. The lake is thirty-six miles long, and about three miles broad at its widest part. Some of the most thrilling scenes in Cooper's novel, "*The Last of the Mohicans*," are laid in the vicinity of "*The Horicon*," as the Indians are said to have called this beautiful lake.

THE ADIRONDACK MOUNTAINS.

IN crossing Lake Champlain, and while following its eastern shores on the railway, the traveller is constantly in sight of the mysterious wild region of northern New York. The line of blue summits against the western sky is in the heart of this region, and any one who is acquainted with the mountains can readily point out *Tahawus*, *Whiteface*, and others of the great mountain brotherhood, which watches over the country from Ontario to the Green Mountains. This wilderness is nearly a hundred miles in diameter, and is nominally divided into several tracts, such as *The Saranacs*, the *Chateaugay*, etc. The *Adirondacks* are, properly, the mountainous region occupying the eastern part of the wilderness, but the name is often used in referring to the whole uninhabited district. Notwithstanding the numerous hunters and fishermen who annually go into the woods, game and fish are still abundant. Deer are protected by law during the breeding season, and, as their natural foes the panther, the bear, and the wolf, are outlawed by common consent, they are rather increasing in number. They are, however, becoming very shy, and much caution is necessary in hunting them.

The whole Adirondack region is intersected and diversified by a network of lakes and streams, which render it picturesque and beautiful in an almost unequalled degree. These systems of water communication afford very convenient means of transit for hunters and pleasure-seekers, the lakes being connected by streams, in some cases navigable for batteaux, and in others broken by falls and rapids, around which boats and luggage must be carried.

Iron is found in large quantities among the mountains and some of the most accessible beds of ore are profitably worked. Marble is also found, of a valuable quality. It is probable that a large portion of this tract will always be wild and almost uninhabited, save by the hunter or pleasure-seeker, for it is so inaccessible that the traffic which invites a large population could hardly ever reach its central portions, even if the land were sufficiently fertile and easily cultivated to invite settlers.

The wilderness may be easily reached from Plattsburg by several different routes, partly by carriage-roads and partly by boats, which latter will convey the tourist to almost any part of the woods which he wishes to visit. Another favorite route to the woods is from Port Kent, whence stages convey the tourist to Keeseville, Au Sable Forks, and the Saranac Lakes, whence by boats and "carries" he can penetrate to the heart of the wilderness.

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BOSTON TO THE WHITE MOUNTAINS.

TRAINS GOING NORTH.

TRAINS GOING SOUTH.

Mls.	Leave.	Leave.	Leave.	STATIONS.	Arrive.	Arrive.	Arrive.
	8 00A.M.	12 00 M.	.....	... Boston ...	6 35P.M.	.....	1 15P.M.
25	8 45 "	1 00P.M.	.....	... Lowell ...	5 30 "	.....	12 15 "
39	9 20 "	1 35 "	.....	... Nashua...	5 00 "	.....	11 45A.M.
56	9 55 "	2 20 "	.....	... Manchester..	4 16 "	.....	10 55 "
75	10 31 "	3 25 "	.....	... Concord...	3 30 "	.....	10 15 "
102	11 41 "	4 41 "	.....	... Laconia...	2 15 "	.....	8 44 "
108	12 00 M.	5 00 "	.....	... Weirs'...	1 56 "	.....	8 25 "
126	1 20P.M.	5 55 "	7 45A.M.	... Plymouth..	1 03 "	8 05P.M.	7 30 "
168	3 40 "	.....	10 15 "	... Wells' River.	10 12A.M.	6 05 "	.....
188	4 48 "	.....	11 20 "	... Littleton...	9 00 "	5 00 "	.....
	Arrive.	Arrive.	Arrive.		Leave.	Leave.	Leave.

BOSTON TO LAKE MEMPHREMAGOG.

TRAINS GOING SOUTH.

TRAINS GOING NORTH.

Mls.	Leave.	Leave.	Leave.	STATIONS.	Arrive.	Arrive.	Arrive.
	8 00A.M.	6 00P.M.	.....	... Boston ...	6 35P.M.	.....	8 30A.M.
25	8 45 "	6 45 "	.....	... Lowell. . .	5 32 "	.....	7 32 "
39	9 20 "	7 20 "	.....	... Nashua...	5 00 "	.....	7 00 "
56	9 55 "	7 55 "	.....	... Manchester .	4 16 "	.....	6 15 "
75	10 35 "	8 35 "	.....	... Concord. .	3 30 "	.....	5 30 "
94	11 16 "	9 28 "	.....	... Franklin...	2 39 "	.....	4 23 "
				White River Junction...			
144	1 45P.M.	11 55 "	8 20A.M.	... Wells' River.	12 20A.M.	11 41P.M.	1 50 "
184	3 43 "	.....	10 16 "	... St. Johnsbury	10 13 "	10 00 "	.....
205	4 36 "	.....	11 13 "	... North Derby.	9 18 "	9 07 "	.....
254	6 50 "	.....	1 25P.M.		7 00 "	6 50 "	.....
	Arrive.	Arrive.	Arrive.		Leave.	Leave.	Leave.

BOSTON TO MONTREAL AND OGDENSBURG.

TRAINS GOING NORTH.

TRAINS GOING SOUTH.

Mls.	Leave.	Leave.	STATIONS.	Arrive.	Arrive.	Arrive.
	8 00A.M.	6 00P.M.	.....Boston.....	10 30P.M.	8 30A.M.	6 35P.M.
25	8 45 "	6 45 "	.....Lowell.....	9 30 "	7 32 "	5 32 "
39	9 20 "	7 20 "	.....Nashua.....	9 12 "	7 00 "	5 00 "
56	9 55 "	7 55 "	.....Manchester . . .	8 30 "	6 15 "	4 16 "
75	10 35 "	8 35 "	.....Concord.....	8 00 "	5 30 "	3 30 "
94	11 16 "	9 28 "	.....Franklin.....	7 24 "	4 23 "	2 39 "
144	1 30P.M.	12 05A.M.	..White River Junction..	5 30 "	1 50 "	12 20 "
208	3 50 "	4 25 "	....Montpelier.....	2 17 "	9 55P.M.	8 55A.M.
248	4 50 "	5 25 "	.....Burlington. . .	12 30 "	7 50 "	6 55 "
265	6 35 "	6 05 "	.....St. Alban's.....	12 00 M.	7 20 "	6 20 "
328	9 30 "	9 25 "	.....Montreal	8 40A.M.	3 30 "	.....
288	7 45 "	7 15 "	.....Rouse's Point.....	10 45 "	5 30 "	4 35A.M.
345	10 30 "	10 03 "	.....Malone	8 00 "	2 40 "	11 25P.M.
406	1 00A.M.	12 40P.M.Ogdensburg.....	5 30 "	11 40A.M.	6 00 "
	Arrive.	Arrive.		Leave.	Leave.	Leave.

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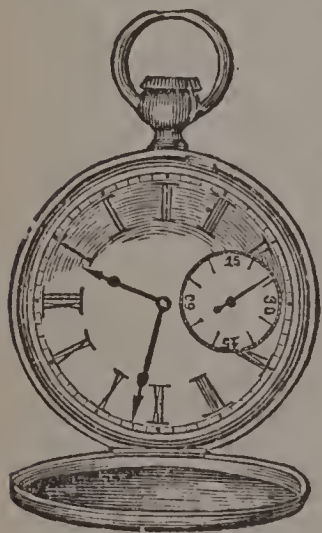
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<i>Trains Leave.</i>	A.M.	P.M.	P.M.	<i>Trains Leave.</i>	A.M.	A.M.	P.M.
New York, 27th st.	8 00	12 15	8 00	Boston	11 10	8 30
Stamford	9 24	1 39	9 30	Mansfield	11 58	.....	9 18
Norwalk	9 42	1 57	9 49	Providence	12 40	7 25	10 00
Bridgeport.....	10 15	2 32	10 33	Greenwich.....	12 57	7 57	10 28
New Haven	10 55	3 15	11 15	Kingston	1 24	8 30	10 54
Connecticut River.	12 30	4 20	12 50	Westerly.....	1 54	9 13	11 28
Lyme.....	12 40	4 30	1 00	Stonington	2 05	9 27	11 39
New London	1 15	5 15	1 40	New London	2 45	11 05	12 20
Stonington.....	2 05	6 01	2 22	Lyme	3 05	11 45	12 40
Westerly.....	2 16	6 09	2 35	Connecticut River..	3 15	11 55	12 50
Kingston.....	3 00	6 39	3 14	New Haven.....	4 30	2 05	2 15
Greenwich.....	3 29	7 02	3 43	Bridgeport.....	5 05	2 40	2 50
Providence.....	4 04	7 30	4 20	Norwalk	5 39	3 12	3 20
Mansfield	5 05	8 12	5 06	Stamford	5 58	3 32	3 39
Boston	6 10	9 00	6 00	New York, 27th st..	7 20	4 55	5 00

NEW YORK AND BOSTON EXPRESS LINE— SPRINGFIELD ROUTE.

Mls.	A.M.	P.M.	P.M.	*P.M.	JAN. 11, 1869.	A.M.	P.M.	P.M.	A.M.
0	8 00	3 00	8 00	.....	New York { 27th st..	.....	5 00	10 50	4 55
2	8 08	3 08	8 08	.....	New York { 42d st..	.....	4 55	10 42	4 48
36	9 26	4 22	9 30	.....	Stamford.....	.....	3 39	9 26	3 22
44	9 44	4 40	9 49	.....	Norwalk.....	.....	3 20	9 07	3 12
58	10 15	5 13	10 33	.....	Bridgeport.....	.....	2 50	8 35	2 40
76	10 50	5 50	11 10	.....	arr. { N. Haven { l've	.....	2 15	8 00	2 05
	10 55	5 55	11 15	7 59	l've { N. Haven { arr	12 38	2 10	8 00	2 05
94	11 30	6 36	11 57	.....	Meriden	11 54	1 30	7 29	1 30
101	11 50	7 05	.....	.....	Berlin.....	11 37	1 12	7 11	1 12
112	12 15	7 30	12 40	.....	Hartford.....	11 19	12 58	6 50	12 50
138	1 30	8 19	1 44	.....	arr. { Springfield { l've	10 25	12 00	6 00	12 00
	1 45	8 30	2 10	10 10	l've { Springfield { arr	10 00	11 55	5 45	11 55
153	2 14	8 59	2 39	10 39	Palmer	9 20	11 30	5 18	11 30
167	2 43	9 28	3 07	11 08	West Brookfield.....	9 03	11 05	4 53	11 02
192	3 35	10 20	4 15	11 55	arr. { Worcester. { l've	8 00	10 05	4 00	10 05
	3 40	10 25	4 15	12 00	l've { Worcester. { arr	8 00	10 00	3 55	10 00
215	4 21	11 06	5 10	12 48	South Framingham...	7 15	9 15	3 11	9 13
236	5 05	11 50	6 00	1 35	Boston.....	*6 30	8 30	2 30	8 30
	P.M.	P.M.	A.M.	A.M.		P.M.	A.M.	P.M.	P.M.

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"These safes are rapidly superseding every other kind, and in their improved form are superior to every other."—*Boston Daily Evening Traveller*.

Manufactured and Sold by

AMERICAN STEAM FIRE-PROOF SAFE COMPANY.

NEW YORK, 300 Broadway.

BOSTON, 60 Sudbury Street.

BALTIMORE, 28 South Street.

Saratoga



Spring Co.

SARATOGA SPRINGS, N. Y.

A. PUTNAM, Jr., Sup't.

ANALYSIS BY PROF. C. F. CHANDLER.

Chloride of Sodium,.....	378.962	grs.
Chloride of Potassium,.....	9.229	"
Bromide of Sodium,.....	.565	"
Iodide of Sodium, or Iodine,*.....	20.000	"
Sulphate of Potassa,.....	5.500	"
Bicarbonate of Lime,.....	124.459	"
Bicarbonate of Magnesia,.....	61.912	"
Bicarbonate of Soda,.....	12.662	"
Bicarbonate of Iron,.....	1.213	"
Silica,.....	1.283	"
Phosphate of Lime, a trace.		
Solid Contents in a gallon,.....	615.685	grs.
Carbonic Acid Gas, 407.55 cubic inches in a gallon.		

* Ascertained according to Dr. Steele and Professor Emmons' mode of Analysis.

TESTIMONIALS.

The following testimonials of the value of the Star Water, are selected from many received from those who have used the water :

From Rev. THEODORE L. CUYLER, D.D.

Saratoga Springs, N. Y., Aug. 15, 1867.

After eighteen years of constant experience in the use of the Saratoga Waters, I do not hesitate to give the preference to the STAR SPRING as the most active and beneficial cathartic I have ever found here. It "works like a charm." I keep a supply of it at my own home, and when my system becomes disordered, and my liver grows sluggish in its action, a bottle or two of this capital water restores me without the use of any other remedy. May yours be "the Star that never sets."

Faithfully yours,

THEODORE L. CUYLER.

From J. S. DELAVAN, M.D.

Albany, May 9, 1865.

SARATOGA STAR SPRING Co.—*Gents* : I am in receipt of your admirable water. As a REMEDIAL AGENT, I believe the Star Water to be greatly superior to any of the mineral waters of Saratoga. I greatly prefer it myself to any of them.

Very truly yours,

J. S. DELAVAN, M.D.

From Dr. N. B. SHURTLEFF, Mayor of Boston.

Boston, Oct. 18, 1867.

The Saratoga Spring Water has proved highly advantageous in my practice in relieving constitutional torpidity of the alimentary canal, I consider its use very valuable in the treatment of Chronic Indigestion, in reducing serofulous enlargements, and in removing cutaneous affections.

NATH. B. SHURTLEFF, M.D.

WHOLESALE AGENTS :

I. WHITE & CO., 100 Tremont Street, Boston.

B. HOWARD & SON, 94 Reade Street, New York.

HARRIS & UPHAM, 72 Randolph Street, Chicago, Ill.

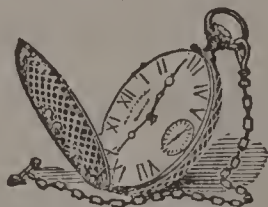
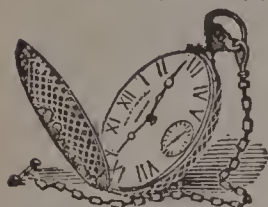
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BROWN, WEBER & GRAHAM, 10 & 12 North Second St., St. Louis.

And principal Druggists generally.

The Celebrated Imitation Gold \$15 Hunting Watches. \$20

THE COLLINS OROIDE WATCH FACTORY.



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OF THE

COLLINS METAL

(Improved Oroide.)

SPECIAL NOTICE.—Our superior Oroide Watches having recently been imitated, and worthless Watches sold in New York, Boston, Chicago, and other cities, represented as our Watches, we hereby caution the public against them, and give notice that we are in no way responsible for these bogus concerns, and only those purchasing directly from us can secure a genuine Watch of our manufacture. We have recently greatly improved our Oroide in appearance and durability, and to protect the public from imposition hereafter, have named it the "COLLINS METAL," and we give notice that any one making use of this name will be prosecuted to the extent of the law.

This metal has all the brilliancy and durability of Gold; can not be distinguished from it by the best judges; retains its color till worn out, and is equal to Gold excepting in intrinsic value. All our Gentlemen's Watches are *Full-Jeweled Patent Levers*; those for Ladies an improved Escapement, better than a Lever for a small Watch; all in Hunting-Cases, and fully guaranteed by special certificate. The \$15 Watches are equal in neatness, style of finish, general appearance, and for time, to Gold one costing \$150. Those for \$20 are of *extra fine finish*, and are fully equal to a Gold Watch costing \$200. Chains of every style, from \$2 to \$6. Also, Jewelry of the Collins Metal in every style TO CLUBS.—Where Six Watches are ordered at one time we will send one extra Watch free of charge.

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Dispenses with labor, wear, and tear. Decided by the Patent Office to be the only original and first Self-Acting Portable Wash-Boiler ever made.

[See Decision of the United States Patent Office, Nov. 3, 1868.]

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From Journal New York State Fair, 1868.

"The operation of this machine was fully satisfactory, and the Committee award it the First Premium, for the reason that it did its work effectually without rubbing the clothes."

Sample Boiler, No. 8, medium size, \$10; or parts for the improvement, which can be made to fit any Boiler, with Royalty stamp, \$4. Sent C. O. D.

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which, for economy and durability, is the best in market. For sale by all Paint Dealers throughout the country, or

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Hearken, all ye lean and gaunt,
That racking Nervous Headaches haunt.
Give ear, give ear, ye Bilious crowds,
Whose cheeks the saffron bile-tinge clouds.
Attend, attend, ye sore depressed,
Who can't the simplest food digest—
To you is proffered such a draught
As Hebe's patrons never quaffed;
Ease, Health, and Strength 'twill soon restore,
And, stepping backward from Death's door,
You'll bless the skilful hand that blent
The Seltzer's every element
In one rare antidote, containing
Help, sure and swift, for the complaining.

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Which is the most DURABLE Handle ever known.

It is much less expensive than Ivory.

It always retains its polish when in use.

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
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Solid Cast-Steel Knife,

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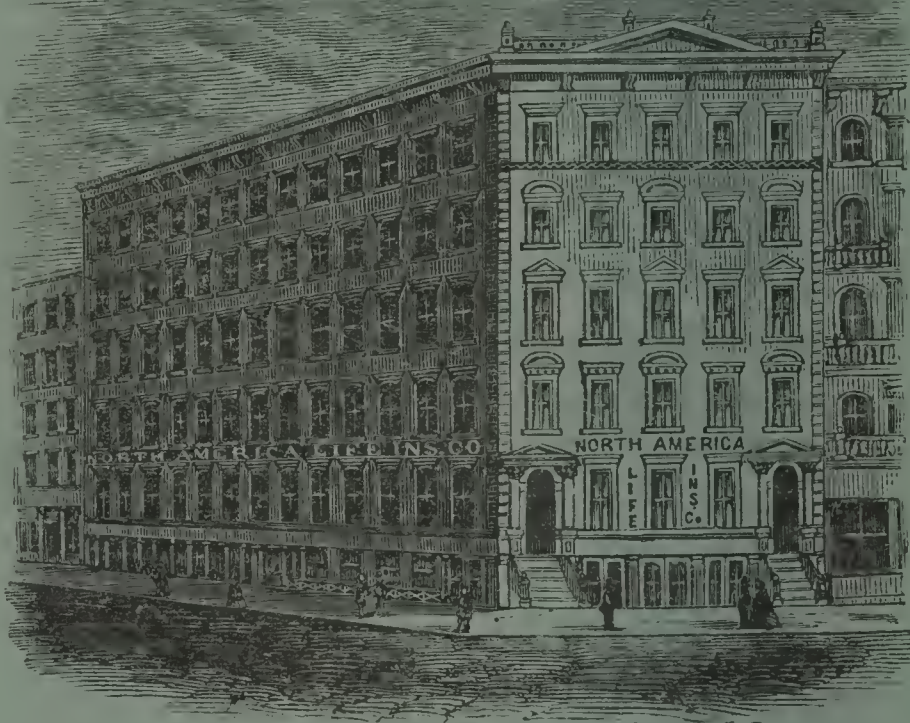
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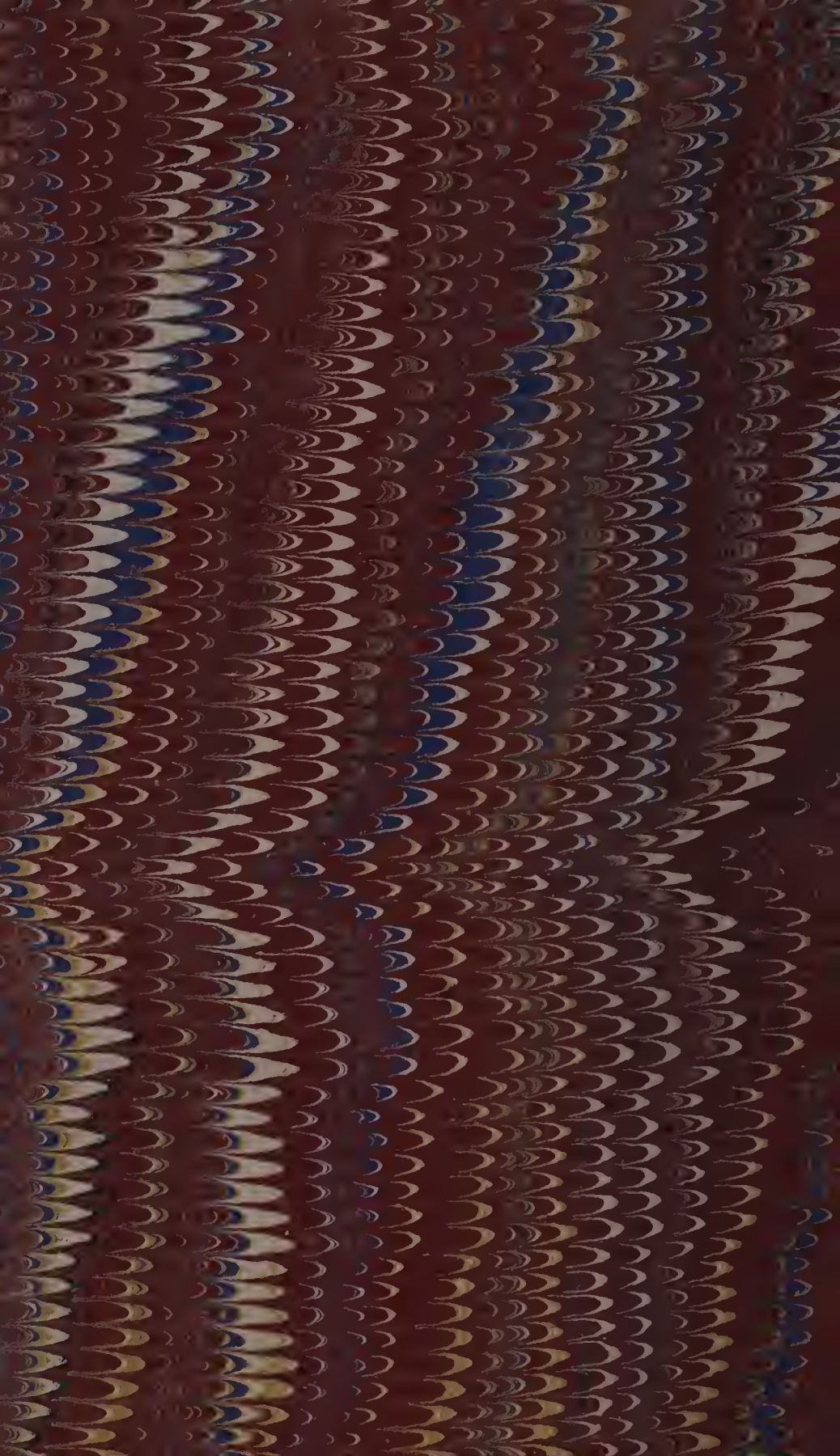


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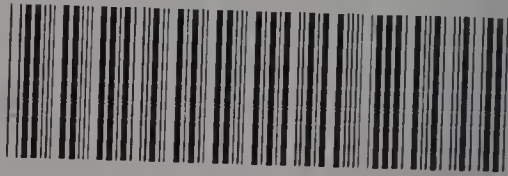
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